

# GRAIN DEALERS' JOURNAL

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Fahey & Co., John T., gr'n receivers and expts.\*  
Frisch & Co., J. M., grain and hay receivers.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.  
Huyett, D. Yulee, strictly commission.  
Johnston Co., Thos., grain receivers.\*  
Jones & Co., H. C., grain and hay.\*  
Kilwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Robinson & Jackson, grain receivers.\*

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## BINGHAMTON, N. Y.

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## BLACKWELL, OKLA.

Beutke Bros., hay, grain and alfalfa meal.

## BLOOMINGTON, ILL.

Baldwin-Walker-Tankersley Co., grain brokers.  
Hasenwinkle Grain Co., brokers.  
Pietsch Co., T. H., general grain brokers.  
Slick & Co., L. E., buyers and shippers.

## BOSTON, MASS.

Alpine McLean Co., The, hay and grain.  
Oressey, Fred L., hay, grain, millfeed, commiss.  
Faithful, S. E., grain and millfeed.\*  
Eanlet Co., The D. W., grain and millfeed.  
White & Co., W. A., grain receivers.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

## BOZEMAN, MONT.

Benepe-Berglund Grain Co., Mont., oats & barley.

## BUFFALO, N. Y.

Alder Grain Co., grain commission.\*  
Basil Burns, grain commission.  
Buffalo Cereal Co., grain.\*  
Churchill Grain & Seed Co., buyers, shippers.\*  
Eastern Grain Co., grain commission.  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.\*  
Pratt & Co., grain commission.\*  
Townsend-Ward Co., grain commission.\*  
Waters, Henry D., grain commission.

## CAIRO, ILL.

Antrim & Co., H. S., receiver and shipper.\*  
Halliday Elevator Co., corn, oats.\*  
Redman, Magee & Co., grain.\*  
Thistlewood & Co., grain and hay.

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Rankin Bros., wholesale grain.

## CEDAR RAPIDS, IOWA.

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## CHATTANOOGA, TENN.

Smith Co., Henry G., Hay, grain, produce.

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Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commiss'n merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., receivers, shippers.\*  
Bentley, O. S., grain commission.  
Bogert, Maltby & Co., commission merchants.\*  
Oughton & Lasier, grain commission.\*  
Dickinson Co., The Albert, seeds.\*  
Dole & Co., J. H., grain and seeds.\*  
Finney, Sam., commission.\*  
Fitch & Co., Walter W. K., Mitchell, Mgr.\*  
Fraser & Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Holt & Co., Lowell, grain receivers.  
Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*

## CHICAGO—Continued.

Lynch & McKee Co., grain commission.  
McKenna & Rodgers, commission merchants.  
Merchants Grain Co., commission merchants.\*  
Merrill & Lyon, commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Mumford & Co., W. R., hay & grain commission.  
Paynter, H. M., grain commission.\*  
Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pfeiffer, Carl, F. W., grain commission.  
Pope & Eckhardt Co., grain and seeds.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Pringle & Wing, grain and provisions.  
Rang & Co., Henry, grain commission.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Runney & Company, grain commission.\*  
Sawyer, A. R., grain commission.\*  
Schiffman & Co., F. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.  
Udpike Commission Co., grain commission.\*  
Van Ness, Gardiner B., grain commission.\*  
Wagner, E. W., receiver and shipper.\*  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Winans & Co., F. E., grain and seeds.\*

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Bender A., grain, brokerage & com'n.  
Brown & Co., W. L., receivers and shippers.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Fitzgerald Bros., grain & hay commission.  
Gale Bros. Co., grain, hay, feed.\*  
Interstate Grain Co., receivers and shippers.\*  
Loudon & Co., grain commission.  
Perlin Bros., wheat and corn millers.  
Union Grain & Hay Co., grain and hay

## CLARKSBURG, W. VA.

United Brokerage Co., grain, hay, feed.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.\*  
Sheets Bros. Eltr. Co., the, grain, hay, straw.  
Star Eltr. Co., receivers, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.\*

## COLORADO SPRINGS, COLO.

Robinson Grain Co., grain, hay and flour.  
Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Bancroft-Marty Feed & Produce Co., grain and hay.  
Best & Co., J. D., grain and hay.  
Cash Commission Co., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Denver Comm. & Grain Co., grain and hay.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. E., broker grain, cottonseed meal, bags.  
Thompson Merc. Co., W. F., hay and grain.

## DETROIT, MICH.

Botsford & Barrett, grain receivers and shippers.  
Carson, Craig & Co., receivers, shippers.  
Caughy & Carran, grain and field seeds.  
Dumont, Roberts & Co., receivers, shippers.\*  
Ellair Wellington & Co., stocks and grain commission.  
Lapham & Co., J. S., recvrs. & shippers of grain.\*

## DULUTH, MINN.

Turle & Co., grain commission.

## DIGHTON, KAN.

Bradstreet, A. E., shipper, grain, hay & feedstuffs.

## EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain & feed..

## ENID, OKLA.

Johnston, W. B., grain, feed, seeds & hay.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEX.

Ft. Worth Grain & Ele. Co., receivers, shippers.  
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Smith Bros. Grain Co., buyers, shippers.  
Terminal Grain Co., receivers, shippers.

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Wisrodt Grain Co., wholesale grain eltr. facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG, PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HUTCHISON, KAN.

Rock Mfg. & Eltr. Co., buyers and shippers.

## INDIANAPOLIS, IND.

Cooper & Oddy, grain and hay commission.  
Fies-Greathouse Grain Co., grain com's'n merchts.  
Finch & McComb, grain commission.  
Kinney, H. E., receiver and shipper.\*  
Probst & Kassebaum, comm. & whol. grain & hay.  
Shotwell, C. A., grain, flour, commission.  
Star Elevator Co., grain and hay commission.  
Stebbins-Witt Grain Co., commission & brokerage.

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.\*  
Elmore & Co., Thos. T., hay, grain, feed & mill stuffs.\*

## KANSAS CITY, MO.

Beach Grain Co., grain commission.  
Benton Grain Co., screenings and chickenfeed.  
Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.  
Fowler Commission Co., receivers and shippers.  
Goffe & Carkeener, recvrs. and shprs. of grain.\*  
Hargis Grain Co., B. F., receivers, shippers.  
Hinds & Lint Grain Co., receivers, shippers.\*  
Home Grain Co., grain merchants.  
Kemper Mill & Eltr. Co., grain and grain products.  
Lichtig Grain Co., Henry, receivers and shippers.  
Lonsdale Grain Co., grain receivers.  
Moore Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Norris Grain Co., grain, seeds, screenings.  
Pelison-Lathrop Grain Co., commission merchts.\*  
Roehen-Carey Grain Co., grain, flour, millfeed.  
Smith & Son, J. Sidney, receivers, shippers.\*  
Steele & Co., H. H., grain and seeds.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KINGFISHER, OKLA.

Kingfisher Grain & Alfalfa Mill, grain & feed.

## LA FAYETTE, IND.

Alder Grain Co., grain commission.\*

## LAMAR, COLO.

Brookshire Trading Co., grain, hay and seeds.

## LINCOLN, NEB.

Central Granaries Co., milling wheat.  
Lincoln Grain Co., receivers, shippers.  
Seldomridge, C. B., grain.  
Wright-Leet Grain Co., buyers and shippers.

## LITTLE ROCK, ARK.

Brook-Rauch Mill & Eltr. Co., corn and millfeed.  
Gossell, Fred L., recvrs., shprs., grain, hay.

## LOUISVILLE, KY.

Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Brandels & Son, A., receivers and shippers.\*  
Callahan & Sons, grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Schnuff & Co., A. C., receivers grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## MEMPHIS, TENN.

Booker, W. J., grain broker.  
Clark, Burke & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., grain and hay.\*  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Patteson & Co., G. E., receivers and shippers.\*  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., broker, grain and millfeeds.

## METAMORA, O.

Metamora Eltr. Co., Corn, Oats, Wheat, Hay.\*

## MIDDLEPOINT, O.

Pollock Grain Co., grain, hay and straw.

## MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.\*  
Bartlett & Son Co., L., grain commission.\*  
Coughlin, T. C., grain commission.  
Courteen, S. G., field seeds.  
Donahue, P. P., grain, feed, mlg. wheat a split.  
Fagg & Taylor, grain merchants.\*  
Kamm & Co., P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Lowry & Co., I. H., grain commission.\*  
Lyman Smith Gr. Co., shippers of choice grain.\*  
Stacks & Kellogg, Grain Merchants.

## MINNEAPOLIS, MINN.

Atwood-Stone Co., grain commission.  
Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cargill Elevator Co., field seeds.\*  
Cooper Commission Co., receivers, shippers.  
Dakota Cereal Co., grain, barley & oat specialists.  
Davies & Co., F. M., grain commission.  
Getchell-Tanton Co., grain commission.  
Hankinson & Co., H. L., grain commission.  
Marfield-Tearse Co., grain commission.\*  
McIntyre-Frerich Co., grain commission.  
McLaughlin & Co., W. S., grain shippers.  
Minnesota Grain Co., grain commission.\*  
Minnesota Seed Co., field seeds.  
Nye, Jenks & Co., grain commission.  
Randall, Gee & Mitchell Co., grain and seeds.  
Smith, M. W., grain commission.  
Stair, Christensen & Timmerman, com'n merchants.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.

## MOBILE, ALA.

Mertz & Co., G., flour, grain & vegetables.\*

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Dahlberg Brokerage Co., Inc., brokers and dealers.

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Miller & Co., grain commission.\*  
Wilkes & Co., J. H., recvrs. & shprs. grain, hay.\*

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Smith & Wallace Co., J. C., receivers, shippers.

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Morey Co., L. A., grain brokers.\*

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Hanna Grain Co., grain, hay, seeds.  
Harrish-Robb Grain Co., grain, seeds & feeds.  
Kolp, E. R. & D. C., grain and seed dealers.  
Major Moberly, grain and mill feeds.  
Pruitt Grain Co., T. J., receivers and shippers.  
Robey Grain Co., R. E., grain receivers & shippers.

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Cavers Elevator Co., receivers and shippers.\*  
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Crowell Lumber & Grn. Co., recvrs., shippers.  
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Huntley, E. E., grain commission.  
Lincoln Grain Co., receivers, shippers.  
Merriam & Holmquist Co., grain recvrs., shippers.\*  
Middle-West Elevator Co., receivers and shippers.\*  
Nebraska-Iowa Grain Co., receivers & shippers.\*  
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Nye-Schneider-Fowler Co., grain recvrs., shippers.  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., grain commission.  
Smith Grain Co., J. Sidney, receivers & shippers.  
Stidham Grain Co., receivers, shippers.  
Thompson Grain Co., grain dealers.  
Trans Mississippi Grain Co., recvrs. & shprs.\*  
Union Grain & Elevator Co., receivers, shippers.  
United Grain Co., grain commission.  
Uppike Grain Co., grain dealers.\*  
Weekes Grain Co., commission merchants.

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Owensboro Grain Co., receivers and shippers.

## PENSACOLA, FLA.

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Feltman, C. H., grain commission.  
Miles, P. B. & C. C., grain commission.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

## PERRY, OKLA.

Perry Mill Co., Wholesale dealers in Grain.

## PHILADELPHIA, PA.

Barlinger, M. F., grain and millfeed.\*  
Clevenger, S. J., buyer and commission.\*  
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Dunwoody Co., Est., flour, grain, feed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Rosekrans-Snyder Co., grain and millfeeds.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Rogers & Co., E. L., grain, hay.\*  
Stites, A. Judson, grain and millfeed.

## PIQUA, OHIO.

Kress Co., Harry W., track buyer grain, hay.\*

## PITTSBURG, PA.

Clark Grain & Hay Co., grain and hay.  
Elwood & Co., E. D., hay and grain.  
Poster, C. A., grain, hay, feed.\*  
Geidel & Dickson, grain and hay.  
Gordon & Co., W. N., Grain, hay, mill feed.  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.  
Walton, Sam'l, grain and hay.

## PORTLAND, ME.

Merrill, Edward P., grain broker.

## PUEBLO, COLO.

Cessna Gr. & Flour Co., grain, hay & flour.  
McClelland Met'l I. & R. Co., grain, hay & feed.

## RALEIGH, N. C.

Lumsden, C. H., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

## SAN ANTONIO, TEXAS.

Lupton, R., Whol. Grain, Mlg. Wheat and Seeds.  
Oppenheimer Grain Co., grain and hay merchants.

## SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

## SIOUX CITY, IOWA.

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Fields & Slaughter Co., grain, hay, feed.  
Interstate Grain Co., buyers and shippers.  
Shepherdson Co., M. T., grain dealers.\*

## ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Gordon Comm., T. P., grain dealer and broker.\*  
Shannon Grain Co., grain merchants.

## ST. LOUIS, MO.

Ballard-Messmore Grain Co., receivers.\*  
Botto Gr. Co., Jno. V., receivers, shippers.  
Carlisle Comm. Co., S. S., receivers and shippers.  
Cochrane Grain Co., receivers, shippers.\*  
Connor Bros. Co., grain.\*  
Gill & Co., F. D., receivers and shippers.  
Goffe & Carkner Co., grain commission.\*  
Green Commission Co., W. L., grain.\*  
Kolp, E. R. & D. C., grain and seed dealers.  
Kennedy Grain Co., receivers, shippers.  
Langenberg Bros. & Co., hay and grain comm.\*  
Mullally Comm. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Pendleton Grain Co., receivers & shippers.  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.\*  
Slack-Fuller Grain Co., grain commission.\*

## ST. PAUL, MINN.

Rank & Co., C. R., hay, grain and screenings.

## SHAWNEE, OKLA.

Rorer Mill & Eltr. Co., Alfalfa millers.

## SHERMAN, TEXAS.

Pittman & Harrison Co., whol. grn. and seeds.

## SPRINGFIELD, ILL.

Brainerd, James L., grain buyer and shipper.

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

## TOLEDO, O.

Coon Grain Co., The, J. J., grain and seeds.\*  
DeVore & Co., H. W., grain and seeds.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
National Milling Co., cash buyers wheat.\*  
Rundell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
Wickenhiser & Co., John, grain, millfeed.\*  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KANS.

Joiley & Blanchard, grain merchants.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

## TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

## VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

## WICHITA, KANS.

Empire Grain Co., wholesale grain.  
Heenan & Co., David, grain commission.  
Kolp, E. R. & D. C., grain and seed dealers.  
Probst Grain Commission Co., H. F., receivers.  
Tri-State Grain Co., country run mlg. wheat.\*  
Western Grain Co., The, wholesale grain, seeds.  
Williamson Grain Co., J. R., gr. comm. merchs.

## WINFIELD, KANS.

Southern-Kansas Gr. Co., grain, millfeed seeds

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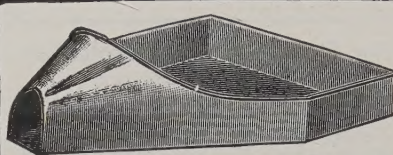
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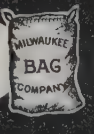
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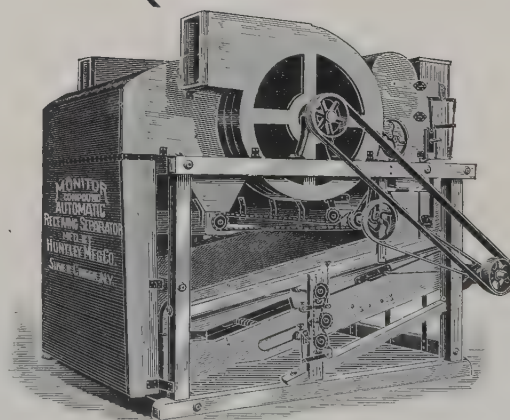
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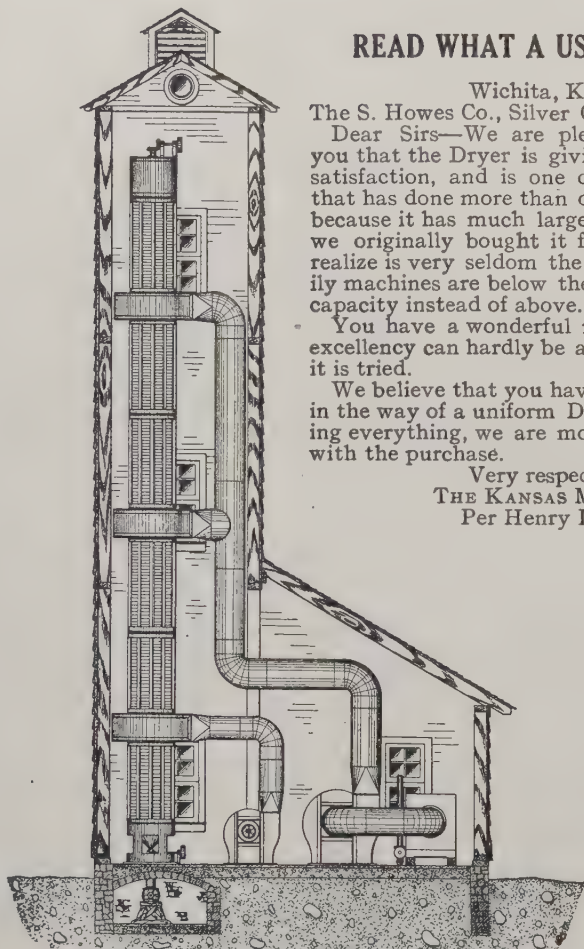
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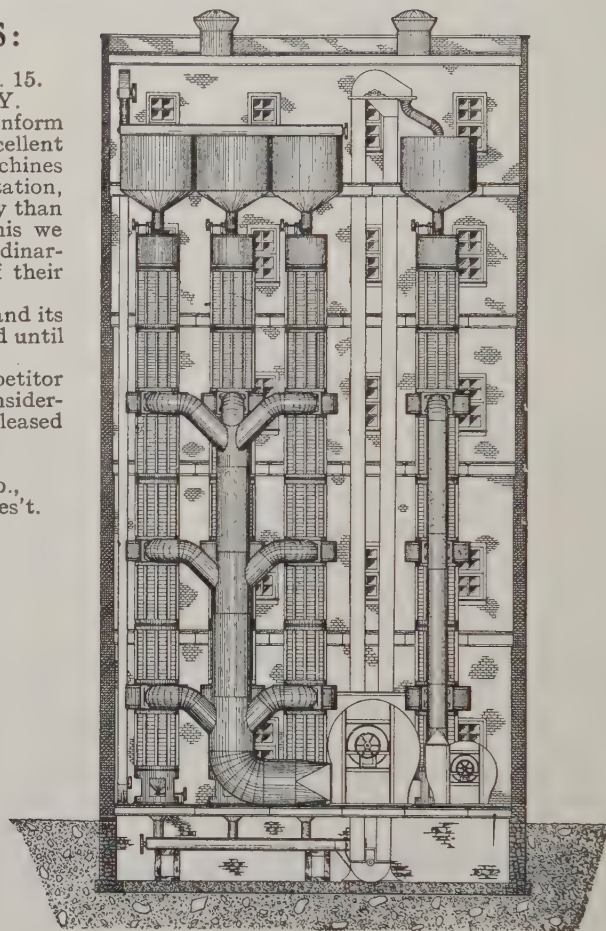


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We do all kinds of repairing on small  
percentage basis.

We solicit your inquiries.

306 Corn Exchange

MINNEAPOLIS, MINN.

### L. BUEGE

THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind  
of Elevators at the  
Right Kind of Price

224 Boston Block

MINNEAPOLIS :: MINN.

### ELEVATORS

It is unwise to build until you have con-  
sulted practical builders. We have built some  
of the most modern plants in the country.  
Write us for free particulars.

THE SECKNER CO.  
803 Rookery CHICAGO, ILL.



### M. J. Travis & Co.

Builders of Grain  
Elevators in Wood and  
Reinforced Concrete  
KANSAS CITY, MO.

### REDUCE YOUR EXPENSE

bill, by having an Elevator that  
does the work. I build and re-  
model grain Elevators. Write  
for plans and prices.

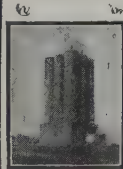
R. M. VAN NESS, Fairbury, Neb.

### WELL! WELL! WELL!

What about that modern Elevator.  
Let your contract to

W. H. CRAMER, St. Paul, Neb.

and you are sure to get a modern Elevator.  
Best of references.



### Fireproof, Concrete Country Elevator

12 Bins, Capacity 40,000 bushels

A. W. MENK, Builder  
Minneapolis, Minn.

Write to the

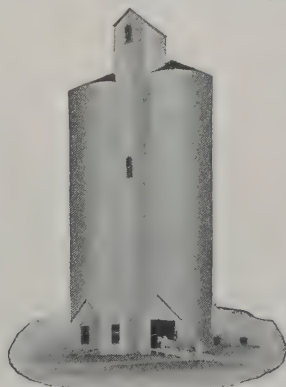
### Cramer Construction Company

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon  
modern grain elevators. Over  
200 of our houses in operation.

### FINTON CONCRETE ELEVATORS

We show herewith pictures of the most modern form of elevator construction.  
It fulfills every up-to-date requirement which practical grain men have found to be necessary  
and essential for the economical handling of all kinds of grain.



Exterior of Double Tank Elevator.



Interior view of Subdivided Tank Elevator.

Single Tank Elevators by this system can be easily built to hold from 10 to 20 thousand  
bushels. Increasing the number of tanks increases the capacity. Think of these advantages:

No Insurance Needed, no Interruption to Business, no Wood, no Repairs, no Paint,  
no Deterioration, no Rats, no Mice, no Spark, Fire or Lightning Hazard.

Write for further particulars.

FINTON GRAIN ELEVATOR CONSTRUCTION COMPANY, Appleton, Wis.

### Want an Elevator?

Then consult the "Elevators  
for Sale" columns in this issue  
of the Grain Dealers Journal.



**GRAIN ELEVATOR BUILDERS**

Better have  
**YOUNGLOVE**  
build your  
**ELEVATOR**

than to wish you had.

**Younglove Construction Co.**

219 Grain Exchange

SIOUX CITY, IOWA

**GRAIN ELEVATORS**

AND

**STORAGE TANKS**

Wood or Concrete

Plans and estimates  
submitted on approval. We can interest  
you.



**L. O. Hickok & Son,** Engineers—Contractors  
MINNEAPOLIS, MINN.

**The P. H. Pelkey  
Construction Company,**  
Wichita, Kansas,

Are Builders, Designers and  
Engineers of Grain Elevators,  
Warehouses, etc.

If you are going to build or  
remodel, it will pay you to  
figure with us.

**OLSON BROTHERS & CO. Engineers & Contractors**

Grain Elevators, Flour Mills and Complete Plants for handling  
Coal, Sand, Gravel, Ores, Ashes, etc.

Phone Humboldt 2373

2418-22 Bloomingdale Ave.

CHICAGO, ILL.

WE BUILD HIGH GRADE MILLING  
PLANTS FOR

Flour, Cereals, Feed  
and Corn Elevators.  
Power Plants.

Steam, Hydraulic, Electric,  
Gas, Wood, Steel  
or Concrete.

**A. E. BAXTER**

Engineering and Appraisal Co.  
**BUFFALO, N. Y.**

**STEEL GRAIN TANKS**

We are pioneers in this line and are building  
tanks in the good old fashioned way. Joints  
caulked and guaranteed water, weather and bug  
proof. Long experience has demonstrated the  
necessity of high grade workmanship to make  
steel storage a success. We do it.

**Wm. Graver Tank Works, East Chicago, Ind.**

Get what you contract  
for by dealing with



**C. E. Bird & Co.**  
ELEVATOR AND  
MILL BUILDERS

16 Years  
Practical Experience

614 Corn Ex.

Minneapolis, Minn.

**D. F. HOAG**

CONTRACTOR and BUILDER  
**GRAIN ELEVATORS**

222 Corn Exchange, Minneapolis, Minn.

**J. A. HORN & CO.**

Oklahoma City, Okla.

Contractors, Designers and Builders of  
Grain Elevators and Mills Ware-  
houses and Alfalfa Mills.

Write us for anything in the con-  
struction line. We are ready to serve  
you. Plans at nominal cost, estimate  
free.

**RUBBER BELTING**

**The Gutta Percha & Rubber Mfg. Co.**

Catalog CHICAGO Samples

**We Build 'Em**

**GRAIN ELEVATORS  
MILLS and WAREHOUSES**

If you are thinking of building or re-  
modeling your elevator, write us. Plans  
and specifications furnished.

**PEERLESS CONSTRUCTION COMPANY**  
WICHITA, KANSAS

**ELEVATORS WANTED**

To get in direct communication with would-be buyers of grain elevators reply to ads  
in the "Elevators Wanted" columns of the **GRAIN DEALERS JOURNAL**.



## GRAIN ELEVATOR BUILDERS

### Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF  
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

### GRAIN ELEVATOR

Designing and Construction  
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.  
CHICAGO

### John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications  
a Specialty.

CHICAGO

### L. T. STROMSWOLD & CO.

ELEVATOR CONTRACTORS

We design and build grain elevators throughout the Northwest.

Write us for Plans and Specifications.

MINOT, : NORTH DAKOTA

### Grain Storage Construction Company

Designers and Builders of

STEEL, GRAIN AND COAL ELEVATORS

Mutual Life Bldg., Buffalo, N. Y.

### INVESTIGATE THE COST FIREPROOF ELEVATORS

WRITE US TO-DAY

MONARCH ENGINEERING CO.

Chamber of Commerce, Buffalo, N. Y.



### GREAT NORTHERN RY. CO. ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

### The Barnett & Record Company

Minneapolis, Minn.

CONTRACTORS AND ENGINEERS

### JAMES STEWART & CO.

CONTRACTORS

Designers and  
Builders of

GRAIN ELEVATORS

In All Parts  
of the World



Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y., consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete Grain Storage and 600 Foot Dock.

This is another case where preference was given concrete over tile construction (Note tile storage tanks in the rear).

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Building., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg.

Pittsburg, Pa., Westinghouse Bldg.

San Francisco, Cal., 709 Mission St.

Canadian Stewart Co., Ltd., Montreal,

Fort William, Ontario, Canada

St. Louis, Mo., Bank of Commerce Bldg.

New Orleans, La., Hibernia Bank Bldg.

Denver, Colo., First National Bank Bldg.

Canada, Eastern Township Bank Bldg.



### Get a "Line" to "FRIEDLINE"

DESIGNERS and BUILDERS  
of up-to-date Grain Elevators,  
Concrete Storage Tanks, Mills  
and Warehouses.

Reinforced Concrete Grain  
Driers are best and do good  
work.

We furnish your plans and  
specifications and take complete  
contracts.

FRED FRIEDLINE & CO., 253-261 La Salle St., Chicago

### Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$1.50

### GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.



## GRAIN ELEVATOR BUILDERS

### KAUCHER, HODGES & CO.

DESIGNERS AND BUILDERS

206 Royal Building, MEMPHIS, TENN.

ALFALFA FEED MIXING PLANTS

Machinery Equipments Furnished Complete

GRAIN ELEVATORS  
WAREHOUSES

CONCRETE CONSTRUCTION

GRAIN ELEVATORS ∴ WAREHOUSES  
STORAGE TANKS ∴ SEED HOUSES

Built of

Wood or Fireproof Material

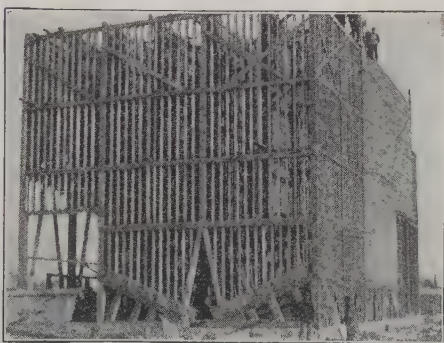
PLANS—SPECIFICATIONS—ESTIMATES

Give me a chance to figure with you  
before making contract.

T. E. IBBERSON

Minneapolis :: :: Minnesota

### Studded Constructed Elevators



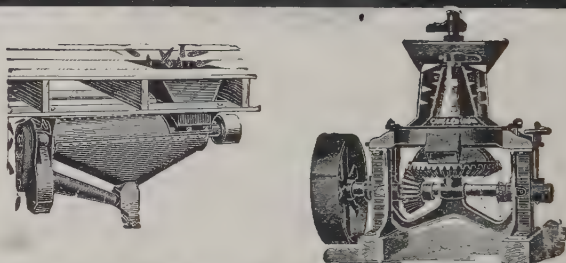
THIS illustration shows an elevator of our design in process of construction. We make complete plans and specifications. Our experience will make money for you.

—Write us.—

Reliance  
Construction  
Co.

625 Board of Trade  
Indianapolis, Indiana

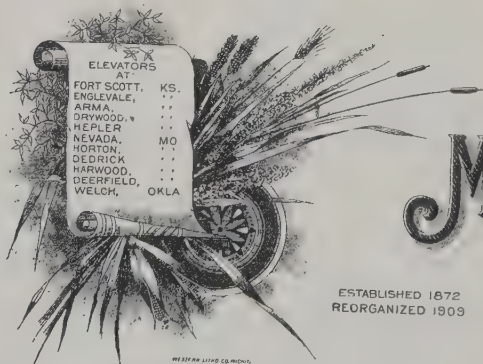
### Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.  
CLEVELAND, OHIO, U. S. A.

## THE GRAIN DEALERS JOURNAL SOLD IT!

J. H. MEAD



All Quotations Subject to Changes in Market

J. D. MEAD

Mead Grain Co.

SUCCESSORS TO  
DAVIS & CO

8 NATIONAL AVE.

Ft. Scott, Kans. Dec. 29, '09

Grain Dealers Journal,  
Chicago, Ill.

gentlemen:

Please discontinue our ad for our grain meter scale. Your paper sold it for us. Please insert the following ad in seed wanted column. Good lots of timothy, red and alsyke clover wanted. Send sample and price to Mead Grain Co., Ft. Scott, Kans.

Yours truly  
Mead Grain Co.

All kinds of machines, supplies, seeds, elevators, etc., are quickly sold thru the "Wanted" and "For Sale" department of the Grain Dealers Journal.  
Cost is only 15 cents per line per insertion.



We are  
**HEADQUARTERS**  
FOR  
Grain Elevator Machinery  
Friction Clutch Pulleys  
Manilla Rope Transmission  
Power Shovels, Car Pullers  
Boot Tanks, Boilers  
Erie Steam Engines

WRITE US  
**LINK-BELT**  
**SUPPLY CO.**  
Minneapolis,  
Minn.



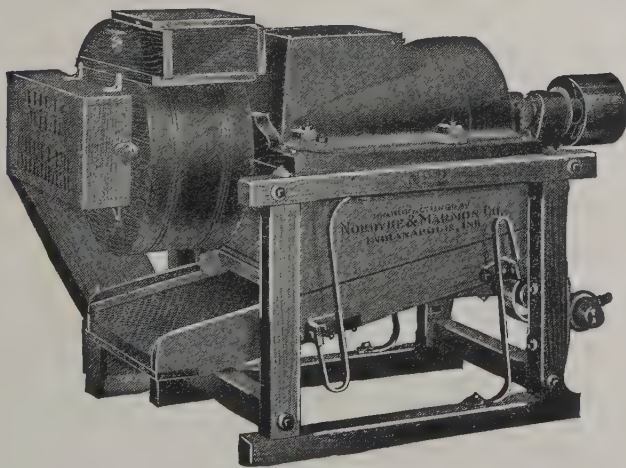
## When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the General Northwestern Agents for the following well known high grade lines:

The Sonander Automatic Scales  
"The Standard" Scales  
The Foss Gas, Gasoline and Producer Gas Engines  
Skinner Automatic Steam Engines  
Bates Corliss Heavy Duty Engines  
Frost Engines and Boilers  
Smith-Vaile Steam and Power Pumps  
Chain Belt Concrete Mixers  
Clyde Hoisting Engines  
Cookson Feed Water Heaters  
Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery  
Blue Thread Brand Transmission Rope  
Diamond Rubber Co.'s Line  
Engineers' and Electrical Supplies  
Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

**Power Equipment Co., Minneapolis**



# MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. \* Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

## NORDYKE & MARMON CO.

America's Leading Mill Builders

INDIANAPOLIS, IND.

Established 1851.



Omaha, Nebr, May 1910.

To Our Customers & Others:—

Watch this space and profit thereby.  
We are price makers and quality givers.  
We are manufacturers of Elevator  
machinery and Power transmitting appliances.  
— We Represent —

Howe Scales      Witte Gasoline Engines.  
Avery Automatic Scales—Barnard & Leas Mfg Co  
New Era Passenger Elevators—King Car  
Loaders and Fifty One Others.

We carry the largest stock of Belting,  
Buckets, Pulleys, Sprocket Wheels,  
Chain, Rope and kindred goods  
in the west.

Write from Near or Far for  
prices covering your needs large  
or small.

American Supply Co.

1110-1112 Farnam St.      Omaha, Nebr.





## WE MANUFACTURE

Success Safety Man-lift, Birchard's Standard Fireproof Elevator Boots, Birchard's Distributing Spouts, Cast Iron Turn Heads, Overhead Indicators, Dump Locks and Irons, Blue Annealed Steel Spouting, Flexible Grain Spout (Hastings Special).

We SELL Belting, Transmission Rope, Salem Steel Buckets, Wood and Iron Pulleys, Drop Hangers, Pillow Boxes, Set Collars, Shafting, and in fact everything that enters into the machinery construction of grain elevators.

Try Hastings Special Steel Grain Flexible Loading Spouts and Smoke Stacks. Your favors will be appreciated.

Hastings Foundry & Iron Works  
Hastings, Nebraska.

## THE BEST



is none too good, so goes an old saying.

Our New Era Manlift has many exclusive features and is the very best that can be made.

We also make Hand and Power Elevators, Dumbwaiters, etc. We can please you.

Write for descriptive matter and prices.

SIDNEY ELEVATOR MFG. CO.  
SIDNEY, OHIO

## SCOOP-TRUCK

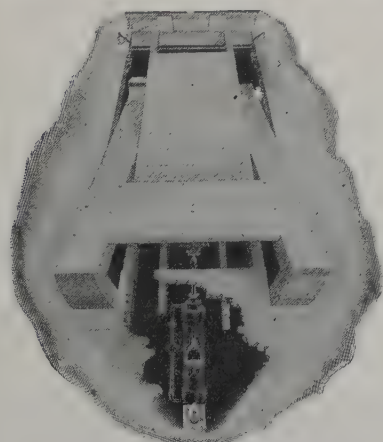
Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' "Please ship us another with as little delay as possible."

Price \$10.00  
F. O. B. Factory

Detroit  
Scoop-Truck Co.  
2225 W. Jefferson Ave.,  
Detroit, Mich.

## NO JAR OR JOLT

When You Have a  
Reliance Automatic Dump Controller



The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study cut carefully and you will be convinced that this device is something you cannot afford to do without.

Hargreaves & Godel of Manhattan, Ill., write: "We have given the Reliance Dump Controller a thoro test and find them to be all you represent and a perfect dump controller."

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

IT IS TO YOUR INTEREST TO LET  
US QUOTE YOU PRICES ON

## ELEVATOR MACHINERY AND SUPPLIES OF EVERY DESCRIPTION

LARGE STOCK  
PROMPT SERVICE

## Grain Dealers Supply Co.

305 So. 3rd Street

Minneapolis, Minn.

## Elevator Supplies

We manufacture a complete line of grain-handling machinery including



SPOUTS,  
BOOTS,  
Clutches,  
Buckets,  
Pulleys,  
Belting, Etc.

We carry a stock on hand and can make prompt delivery. Consult us when planning improvements.  
Write for catalog.

K. C. Mfg. & Supply Co.  
Kansas City, Mo.

## BOWSHER

(Sold with or without Elevator)

CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

## LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.  
South Bend, Indiana

## FEED MILLS



## The Difference Between Profit and Loss

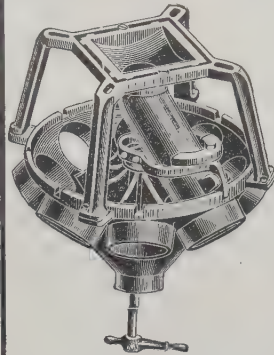
can often be traced to the Distributor.

To get maximum returns out of grain you must distribute it perfectly, not mix it or waste it.

To get minimum cost in handling, you must have a durable efficient Distributor and fill all bins full.

## Hall Signaling Distributors

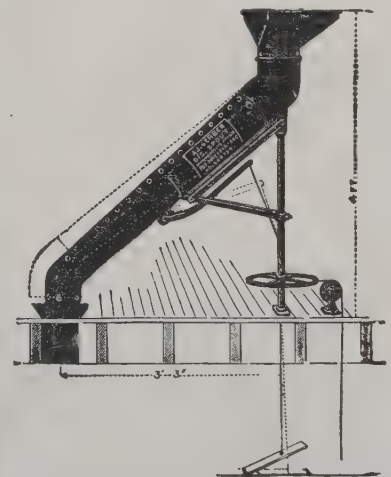
do perfect work with less care than any others. They enable you to get full value out of elevator bins, and out of grain.



HALL DISTRIBUTOR CO.  
222 Range Bldg. Omaha, Nebr.

## Good Spouts Reasonable Prices

That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER  
MINNEAPOLIS MINN.

## ELEVATOR BELTING

The Gutta Percha and Rubber Mfg. Co.

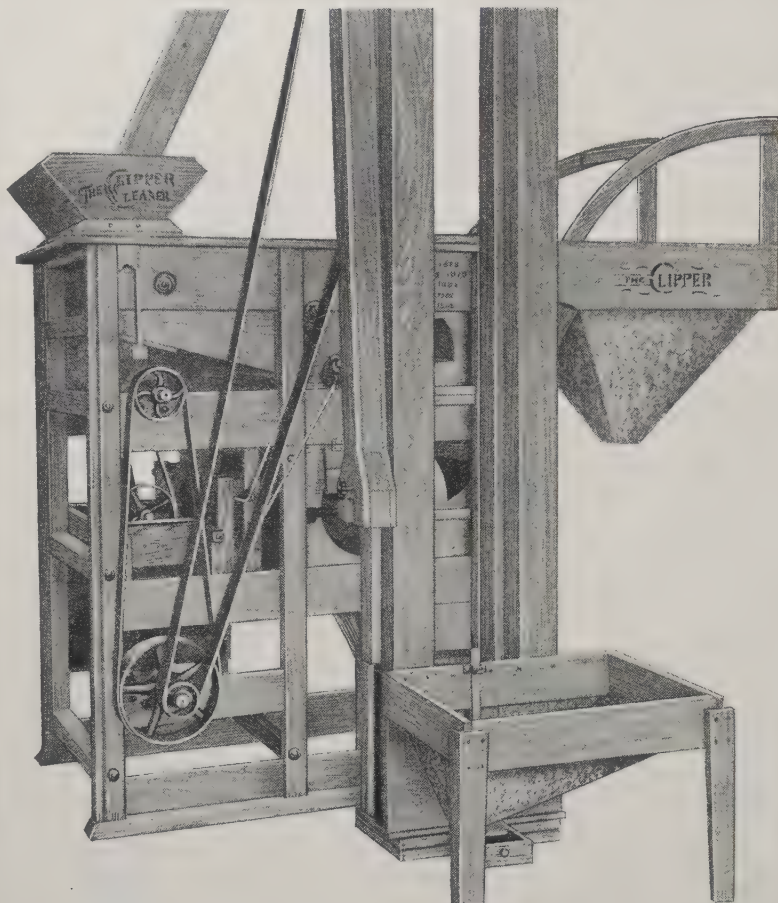
Catalog

CHICAGO

Samples

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.





## No. 116 Clipper Cleaner

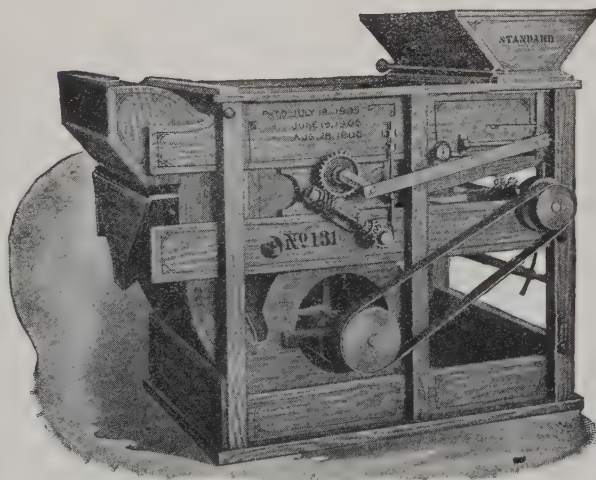
This machine has Traveling Brushes on the screens, special Air Controller, Settling Chamber and Dust Sack for taking care of the dust and light screenings, two stands of Pony elevators, sink hopper and bagger. The cleaner and elevators are driven from a counter shaft on the lower frame of the cleaner. All belting and pulleys furnished complete as shown in cut.

The seed is dumped into the sink hopper connected to elevator boot and carried up to the feed hopper of the cleaner. The cleaned seed discharges from side of cleaner into the opposite elevator boot and is elevated and sacked. This is all done on one floor.

This is a complete cleaning and elevating outfit and is giving universal satisfaction. This machine has no equal for clover, timothy and all fine seeds. Write for circular giving cuts and full description.

**A. T. FERRELL & CO.**  
SAGINAW, MICHIGAN

## Make Your Improvements NOW!



The Summer is the best time for grain dealers to make their machinery improvements.

The wise grain man is ever on the lookout for the latest and best devices which will reduce the cost of handling grain and raise its quality.

### THE STANDARD SEED AND GRAIN CLEANER

is an ideal machine for this purpose.

It is a "Standard" among grain cleaners.

It has many exclusive features and advantages not found on any other machine.

It requires a minimum of power.

It is easily operated and will stand the test of time as well as practicability.

Write us for particulars. We will gladly give you the benefit of our experience and show you what we have accomplished for others.

**INTERNATIONAL MFG. CO.**

**Crestline, Ohio**

## Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

**The Strong-Scott Mfg. Co.**  
Minneapolis, Minn.

Northwestern Agents for  
Richardson Automatic Scales  
Invincible Cleaners  
Knickerbocker Dust Collectors

## RUBBER BELTING

The Gutta Percha and Rubber Mfg. Co.

Catalog

CHICAGO

Samples



The conflagration of April 13, 1909, at Rochester, N. Y., spread via the roof line (for views of the ruins in different sections of the city, see pages 433 to 439). Fire-resistive roofs would have prevented this fire from getting a hold on buildings far from where the firemen were trying to extinguish the flames. A roof that will confine a fire to the building in which it starts will also keep out an "exposure" fire. The safety of cities from conflagrations involves the passing and enforcing of laws that prohibit wooden roofs.

## Prevents Conflagrations

Here is a clipping from "Insurance Engineering" confirming the opinion of other high authorities—that conflagrations can be prevented by roofing buildings with a fire-resisting roofing, so that flying embers will not cause fires to spread.

## J-M Asbestos Roofing

cannot be set on fire by burning sparks, embers, etc., because it is made of *Asbestos*. It will resist the flames of a blow-torch for 50 minutes without being burned or injured. It is a *positive fire protection*.

J-M Asbestos Roofing is also rot-proof, rust-proof, acid-proof, heat-proof and cold-proof. It never needs painting.

Write nearest branch for Sample and Catalog 303—or simply write your name and address on the margin of this advertisement and mail it to us.

## H. W. JOHNS-MANVILLE CO.

Manufacturers of Asbestos and Magnesia Products.

Baltimore  
Boston  
Buffalo  
Chicago

Cleveland  
Dallas  
Detroit  
Kansas City

**ASBESTOS**

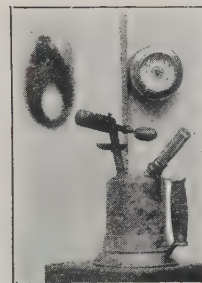
London  
Los Angeles  
Milwaukee  
Minneapolis

New Orleans  
New York  
Philadelphia  
Pittsburg

Asbestos Roofings, Packings Electrical Supplies, etc.

San Francisco  
Seattle  
St. Louis

1108



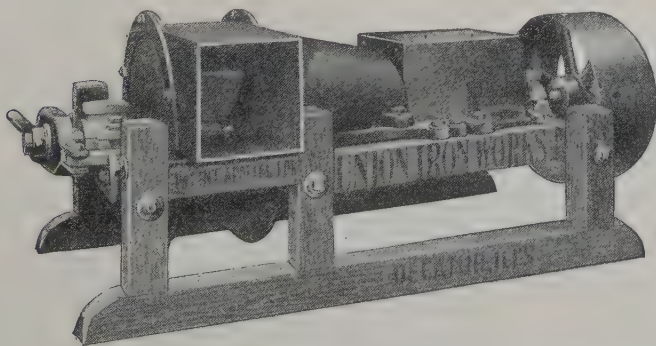
In this test the flame of a powerful blow-torch was placed within two inches of J-M Asbestos Roofing. At the end of fifty minutes the roofing was not burned or injured, being only slightly blackened with smoke.

## AVERAGE CAR OF CORN=1000 BUSHEL

How much do you lose if it is not properly shelled and cleaned and misses grade; figure it out, it's easy.

The "WESTERN PITLESS SHELLERS" shell with a minimum amount of power, are so adjusted and built that few if any kernels are broken. Discharges over or under, right or left, no pit required. The "WESTERN SHELLER" in your elevator is the first step toward having your corn grade.

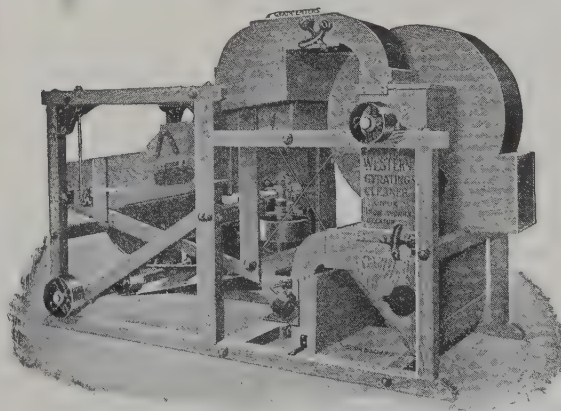
The next step is a "WESTERN" GYRATING CLEANER, which will thoroughly remove all bits of broken corn, pieces of cob, husks and silk, and other foreign matter. This cleaner is in absolute control of the operator and can be adjusted to suit all requirements. Capacities 200 to 2,500 bushels per hour.



The Western Pitless Sheller

These machines are the result of years of successful building of shellers and cleaners, and when you buy a "WESTERN" machine you get the best time, money and skill can make.

Our Catalogue No. 26 illustrates and describes our complete line of "WESTERN" shellers, cleaners and complete elevator equipment. Yours for the asking.

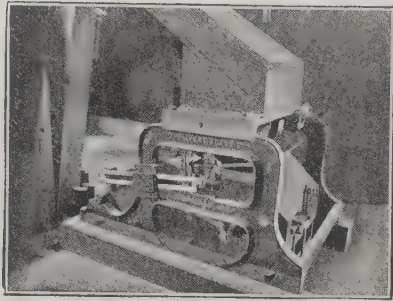


The Western Gyrating Cleaner

## UNION IRON WORKS, Decatur, Ill.



# AVERY



THE  
TIME  
TEST  
TELLS  
THE  
TALE  
OF

## AUTOMATIC SCALES

The AVERY survives BECAUSE:

Its fundamental principles are right.  
It is built of the best materials.  
It cannot make mistakes.  
It is a Standard Test Scale.  
It cannot "run through."  
It is the acme of simplicity.

*Write for detailed explanation.*

## AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

608 Traders Bldg.  
CHICAGO

305 S. 3rd St.  
MINNEAPOLIS

2 Rector St.  
NEW YORK

618 Board of Trade  
INDIANAPOLIS

225 Board of Trade, KANSAS CITY, MO.

## RUBBER BELTING TROUBLES OVERCOME

"R. F." & "R. F. & C." Solid Woven Rubber Belting eliminates every difficulty heretofore met with in the use of Rubber Belting.

"R. F. & C." Belting cannot separate in the plies—because it is solid woven.

"R. F. & C." Belting cannot split in the seams—because it has no seams.

"R. F. & C." Belting holds bucket bolts perfectly—fully proven in actual service.

"R. F. & C." Belting gives maximum power—because extreme pliability gives close pulley contact.

"R. F. & C." Belting eliminates excessive stretch—accomplished under patented process.

"R. F." & "R. F. & C." Belting have demonstrated their superiority over all other makes of rubber, leather, canvas and cotton belting in the largest elevators in the U. S. and Canada; and is today the most perfect and economical belt produced.

Samples, Circular matter, testimonials or further information, yours for the asking.

Investigate it NOW.

W. H. Salisbury & Co. Inc.,

"Oldest Rubber House in the West"

Established 1855

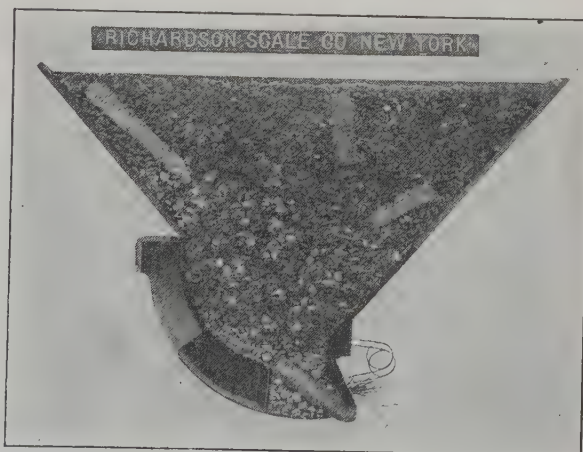
166-168 Wabash Ave.

Chicago, Ill.

## COBS—The Bane of Automatic Weighers:

The attitude of Automatic Scale Manufacturers toward cobs and trash:

**Average Maker:** I admit cobs are apt to be caught as the feed gate closes and result in loss of record, therefore I provide a stationary screen to extract them. If you won't clean out the screen occasionally, or a cob is caught in the main gate, you must install a cleaner and clean your grain before weighing.



The cut shows a section of a feed chute and cut-off handling cobs in the grain, yet the gate closes despite the cob.

**Makers of Richardson Scale:** We agree that an automatic scale must weigh cobs and any attendant trash in grain, therefore have designed the throat of the NEW RICHARDSON SCALE so that it will swallow cobs whole, and provided a flexible joint between the feed gate and chute which yields to accommodate the cobs as the feed gate closes.

You don't need to clean a screen because there is none, but the cobs and grain are accurately weighed together.

We are prepared to weigh dirty grain every time.

**SPECIFY THE RICHARDSON SCALE  
WITH OUR PATENT DIRTY GRAIN  
CHUTE—It's the only safe one on the  
market!**

## RICHARDSON SCALE COMPANY

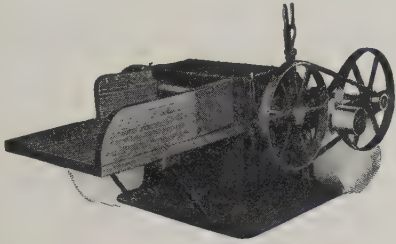
122 Monroe St., Chicago, Ill.

6 PARK ROW, N. Y. CITY

122 Monroe St., Chicago, Ill.



## NEW PROCESS Alfalfa MEAL MILLS



The Wolf Alfalfa Meal Mill is positively the best mill on the market for general purpose alfalfa grinding.

It is the product of thorough study and investigation by experienced machinists and experimenters, who studied alfalfa grinding under various conditions.

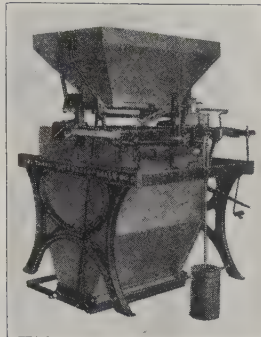
It leaves the alfalfa in the most desirable condition for feeding purposes and can be run with any ordinary power.

Write for circular No. 117.

**The Wolf Co.**  
**CHAMBERSBURG, PA.**

Western Office  
134 W. 8th St., Kansas City, Mo.

Established 1880  
**DEMPSTER, ALTONA & CO.**  
MANUFACTURERS  
**STANDARD SCALES**  
601-03-05 Court Ave., DES MOINES, IOWA



## The NATIONAL is Perfect

We don't need additions to perfect our "NATIONAL." Any changes we make merely make it more a marvel of simplicity than it was before. That is why we lead in satisfied users. 60 days free trial. Our prices will surprise you. Write today.

**NATIONAL AUTOMATIC SCALE CO.**  
BLOOMINGTON, ILLINOIS

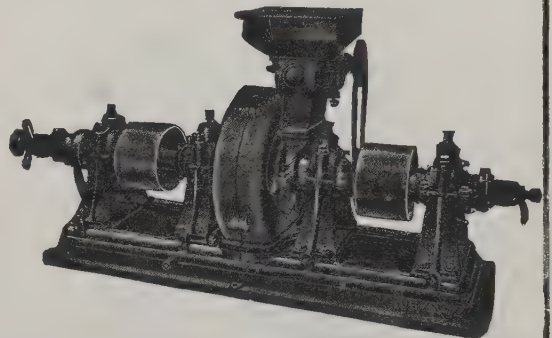
## Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

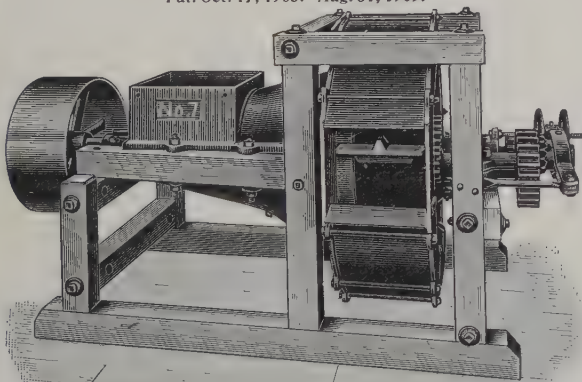
### Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

**SPROUT, WALDRON & CO**  
P. O. 260, MUNCY, PA.



Pat. Oct. 17, 1905. Aug. 31, 1909.



## The Cup Discharge U. S. Corn Sheller

is an improvement, the 1910 Model. Always an Over discharge, sets on same level of the Boot. Corn escapes thru the lower shell to the Drum as soon as shelled.

### NO SUPERFLUOUS CRACKED CORN

No delays when repairs are needed. No cemented pit or steel tank expenses when you use our make of corn shellers. The **CONSTANT BALL BEARING MAN-LIFT** is another improvement for this season.

WRITE FOR OUR CATALOG.

**B. S. CONSTANT CO., Bloomington, Ill.**

## NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

**WE MAKE** Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

### Speaks for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.  
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.  
KEEL & SON.  
By J. Z. Keel.

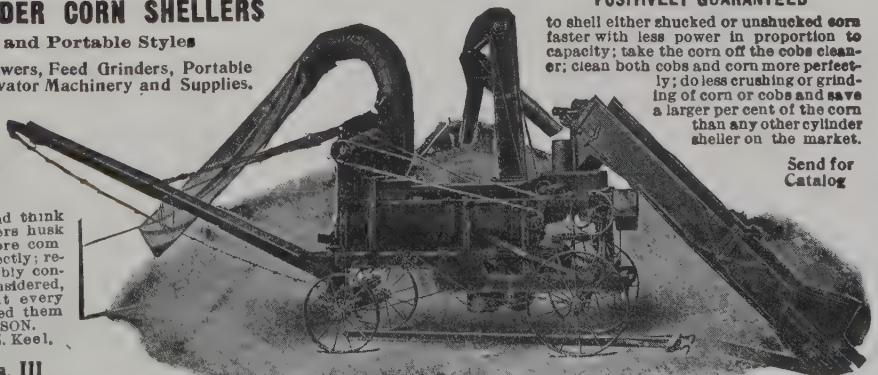
**MARSEILLES MFG. CO. Marseilles, Ill.**

Branch Houses and General Agencies at Principal Distributing Cities.

### POSITIVELY GUARANTEED

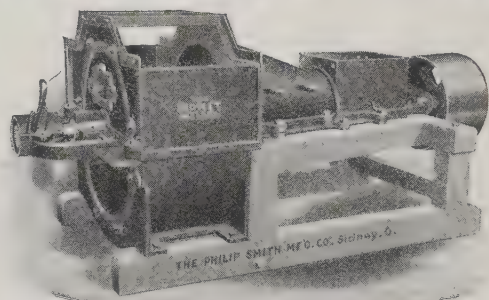
to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleanly; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for  
Catalog

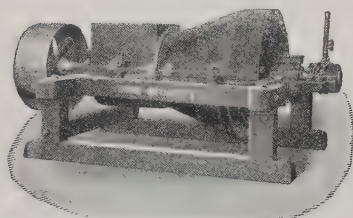




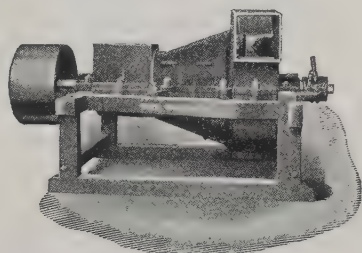
# THE SIDNEY LINE



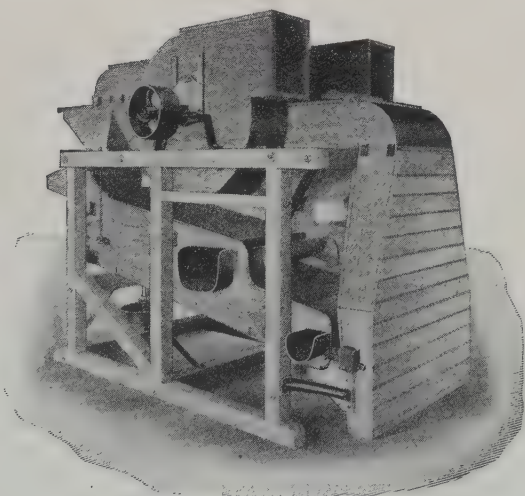
The SIDNEY Sheller and Boot Combined  
Patent Pending



The SIDNEY Regular Corn Sheller



The SIDNEY Fan Discharge Corn Sheller  
Pat. Dec. 1, 1908



The SIDNEY Oscillating Corn and Grain Cleaner  
The Cleaner with an earned reputation.

**The Philip Smith Mfg. Co.**  
Manufacturers  
SIDNEY, OHIO

A Complete Stock at Enterprise, Kansas

# WUD U SELL OUT

Advertise Like This and You'll Be  
Writing Us a Testimonial  
Next Month

**D. A. LANTZ**

Successor to  
W. E. RILEY

DEALER IN **GRAIN, SEEDS and COAL**

Montpelier, Ohio,  
Aug. 31, 1909.

The Grain Dealers Journal,  
Chicago, Ill.

Dear Sirs:

Please discontinue my ad. in the "Grain Dealers Journal". I have sold my elevator to the S.S. Earhart Grain Co. of Burkettsville, Ohio. Send bill and I will remit.

Thank you for selling my elevator.  
Respectfully,  
D. A. LANTZ.

**THIS  
IS  
THE  
AD  
THAT  
DID  
IT**

FOR SALE OR TRADE—Grain, seed, coal and feed business, in Northwestern Ohio, on Wabash R. R. Plant includes 15,000 bu. capacity, gasoline power, iron clad cribbed elevator building, coal house for 400 tons coal, ware room, barn, private switch, all in first class condition. Handles about 100,000 bu. grain and about 4,000 tons coal per year. Doing good paying business. Owner is obliged to retire. Would exchange for improved land up to \$6,000. Can give long time on balance with int. at 5%. Price \$11,500. About one acre of land goes with this plant. Located in town of 3,000. Address Riley, Box 2, Grain Dealers Journal, Chicago, Ill.

At 15 cents per line, two insertions cost only \$5.10. We can do the same for others.

If you have anything to sell to grain dealers, write us for particulars.

**Grain Dealers Journal**

255 LaSalle Street

CHICAGO



## The host of users of our Special Grain Shovel Rope

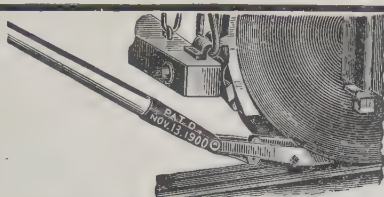
and all other owners of Car  
Pullers would do well to use  
our Marline-Covered

### CAR PULLING ROPE

It's a great thing.

### DURABLE WIRE ROPE CO.

BOSTON CHICAGO  
26-30 Atlantic Ave. 105 N. Canal Street



### THE ATLAS CAR-MOVER

Manufactured exclusively by

**The Appleton Car-Mover Co.**  
Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

## We are Large Manufacturers of Steel Roofing, Corrugated Iron, etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**Sykes Steel Roofing Co.,**  
CHICAGO, ILL.

## There Are Excellent Openings For FLOUR and FEED MILLS and GRAIN ELEVATORS

### In The New Towns Along The New MISSOURI, OKLAHOMA & GULF RAILWAY In The New State of Oklahoma

The wheat crop of 1908 brought \$62,342,000 to the Oklahoma farmer and the estimate on last year's crop is \$13,000,000 better. Good land in the New State will raise from 25 to 40 bushels to the acre.

Oklahoma last year raised close to 300,000,000 bushels of high grade corn and the average land will produce 50 bushels to the acre. The biggest crops are raised in the fertile valleys and bottom lands in the Eastern half of the State. The cotton crop last year was worth \$55,000,000.

The New M. O. & G. railroad, now in operation between Wagoner, Okla., and Denison, Texas, passes through the best part of the corn, cotton and wheat belts.

Farmers from the older thickly settled states are flocking to these prolific low priced lands, and there are great opportunities for flour and feed mills, grist mills and corn and wheat elevators in the new towns along the road.

The Gulf Route crosses the five great valleys of Eastern Oklahoma and opens a wonderfully rich territory. It furnishes a short haul to the Gulf and connects with the great trunk lines of the continent at its Northern and Southern terminals. A sure outlet for shipping is offered.

Eastern Oklahoma contains more coal deposits than any other territory of equal area in the world. It is not more than a five hour haul from the mines to any industrial point along the line. Oil and gas may be had in unlimited quantities at a low figure. The item of fuel is a small factor here.

If you are looking for a chance to get in on the ground floor, let me tell you about the new towns along the Gulf Route, and of their remarkable growth.

I have prepared an interesting booklet on the resources of this new state. It is yours for the asking. Write for it now.

### Industrial Commissioner

615 Bryant Building, Kansas City, Mo.

**M. O. & G. Ry.**



The Short Line to the Gulf

## Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.50

GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

## CYCLONE BLOW PIPE CO.

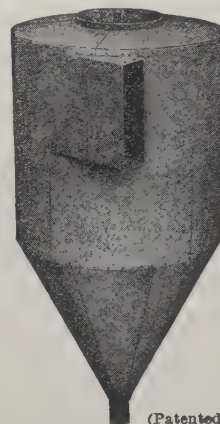
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low  
Speed Systems.

541-553  
West Jackson Boul.  
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



## THE "New Cyclone 1905"

Manufactured Exclusively by  
**The Knickerbocker Co.**  
JACKSON, MICH.



## Defends Secy. Smiley and Kansas Ass'n.

Culver Gr. & Live Stock Ass'n.

Culver, Kans., May 19, 1910.

Farmers Gr. & Supply Co., Minden, Nebr.  
Gentlemen:—Having noticed in a copy of the Minden Courier, under date of April 21, 1910, a set of resolutions attacking the honesty of the Kansas Grain Dealers Ass'n, I as manager of the Farmers Eltr. Co. at Culver, Kans., take the liberty of writing you and in my humble way try to set you right in a few ideas.

The elevator which I manage is operated by the Culver Gr. & Live Stock Ass'n. This association is strictly a Farmers Co-operative concern and we are, with fifty other Farmers Co-operative concerns, members of the Kansas Grain Dealers Ass'n.

The "Why" of it is as follows: We know who, what and why caused the one hundred pounds dockage to become unlawful in Missouri. Secretary E. J. Smiley of the Kansas Grain Dealers Ass'n, co-operating with certain parties and under instruction of our state meeting in 1909, was largely responsible for the passing of the law which knocked out the one hundred pound dockage in Kansas City.

We work on the principle that if the grain dealer can procure better facilities and better prices that he in turn can and will be able to give the farmer just that amount of benefits he received.

We know that as a member of the K. G. D. A. we receive benefits which are worth many times the money it costs us to associate ourselves with that organization, and as we are dealing in grain as an adjunct to the modern system of agriculture, we joined the association knowing that what benefited us would in like measure benefit the farmers.

We understand that our Secretary, E. J. Smiley—who if he could personally get possession of the innumerable one hundred pound packages of wheat, corn, rye, oats, barley, cane and Kaffir corn, etc., which he, through our association, has saved to the farmers of Nebraska, Kansas, Iowa, Missouri and other states, would indeed be a "miniature Rockefeller"—called a meeting of grain dealers of Southern Nebraska at Hastings for the purpose of getting the dealers south of the Platte river into the K. G. D. A., and suppose the resolutions I saw were directed at this meeting and at effects caused by it.

We also notice that no name was signed to this set of resolutions, but ask that your officers and directors look more thoroughly into the doings of the Kansas Grain Dealers Ass'n, remembering that "Handsome is as handsome does," before shutting us out forever from the company of all good men.

Yours truly,

Signed by John H. Hughes, Manager.

### THE PRACTICAL GAS ENGINE

5th Edition.

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL  
255 La Salle Street - - - Chicago

## Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14½ inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

ORDER FORM 42 contains 68 pages, bound in art canvas covers with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

## WILL IT PAY?

When you are thinking of buying a Car Loader you should give the investment feature the same consideration as an investment in an elevator or land or bonds. The "earnings" count, not the price paid. A poor loader is likely to be dear even at a low price, while a good one at a higher price is cheap. Boss Car Loaders are a good investment because they save the expense of help to load the cars, and there are times and places when it is difficult to get anyone to scoop back grain, especially dusty oats. Grain is often improved by going through these machines and customers have told us voluntarily that their loaders pay for themselves every year. You take no chances in giving them a trial.



as you don't have to pay us anything until you have tried the loader and decided to keep it. All sizes carried in stock.

MAROA MANUFACTURING CO., DEPT. 3. MAROA, ILL.

The ONLY Car Loader  
That Will Not  
Damage the Grain.

## COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind.,  
August 15, 1907.

Mattoon Grain Conveyor,  
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine  
that Will Clean and Load  
at the Same Time.

For Descriptive Circular  
and Prices — Address:

Mattoon Grain  
Conveyor Co.  
MATTOON, ILL.

## The 6-Column Entry Book

is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 9½x12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 6.

Price \$1.00.

GRAIN DEALERS JOURNAL  
255 La Salle Street, Chicago, Ill.

## A 500 Per Cent Investment

This is a low estimate of the amount of the returns which can be made from a small investment in Kennedy Car Liners.

They are not an experiment, but are being bought by hundreds of shippers who have used them before and who would not continue to buy them if they were not satisfied that it was money well spent. Leakages in transit can be prevented at less cost by Kennedy Liners than by any other known method of cooperating cars. If you do not know what they are, write us a card at once and we will give you full description.

Fred. W. Kennedy  
Shelbyville, Ind.



# The most work with the least steam

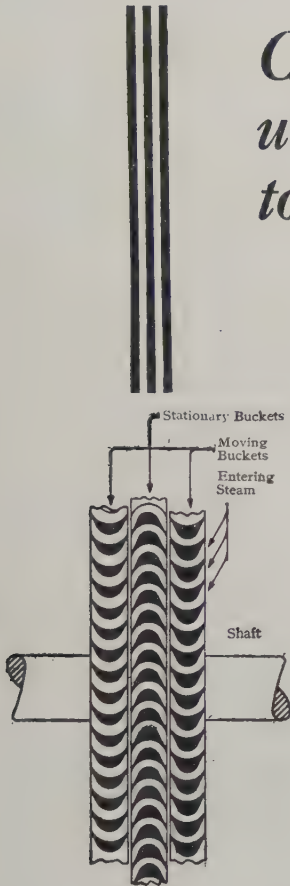


## Curtis Steam Turbine Generating Sets utilize the expansive force of the steam to the best advantage

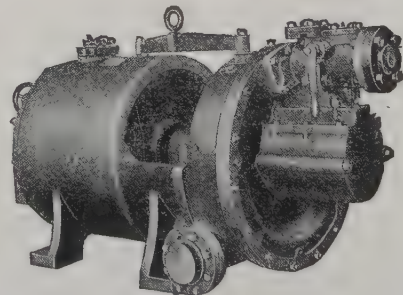
Instead of the familiar reciprocating steam engine method of intake, expansion, and exhaust, there is in the Curtis Steam Turbine one continuous expansion of steam giving its energy to a disc rotating continuously in one direction.

Instead of connecting the electric generator by belt with a countershaft or with the engine fly wheel it is keyed direct to the turbine shaft, making all rotating parts one solid unit without lost motion.

*In the Curtis Steam Turbine the entering stream strikes a set of small blades or "buckets" mounted in the edge of a circular disc which is keyed to a shaft. The steam, after striking and propelling the shaft and discs, is re-directed against a second set of buckets on the same shaft. The energy of the steam is changed simply and efficiently into electric power.*



Curtis Steam Turbine Generators are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.



# General Electric Company

New York Office:  
30 Church St.

Principal Office, Schenectady, N. Y.

Chicago Office:  
Monadnock Bldg.

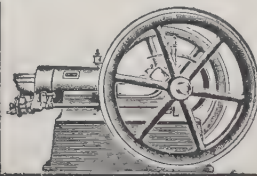
Boston, Mass. - 84 State Street	New Orleans, La. - Hennen Building	Duluth, Minn. - - - Providence Bldg.
Syracuse, N. Y. - Post-Standard Building	Cincinnati, Ohio, Perin Building, Fifth and Race Sts.	Minneapolis, Minn. - - - Phoenix Building
Buffalo, N. Y. - Ellicott Square Building	Columbus, Ohio, Columbus Savings and Trust Bldg.	Denver, Colo. - - - Kittredge Building
New Haven, Conn. - Malley Building	Cleveland, Ohio - - - Citizens Building	Salt Lake City, Utah - - - Dooly Building
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Baltimore, Md. - Continental Trust Building	Detroit, Mich. Majestic Building (Soliciting Agent)	Los Angeles, Cal. - - - Delta Building
Charlotte, N. C. - Trust Building	St. Louis, Mo. - - - Wainwright Building	Portland, Ore. - - - Worcester Building
Charleston, W. Va., Charleston Nat'l Bank Building	Kansas City, Mo. - - - Dwight Building	Seattle, Wash. - - - Colman Building
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Richmond, Va. - 712 Mutual Building		
Atlanta, Ga. - Empire Building		



## YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

### WITTE GAS & GASOLINE ENGINES



The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

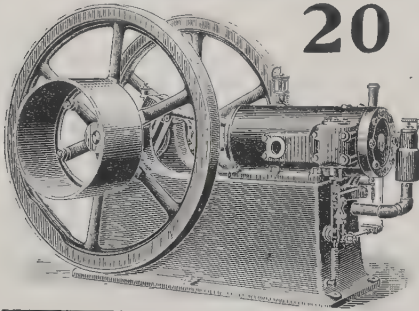
#### GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

**WITTE IRON WORKS CO.**  
526 West Fifth St. Kansas City, Mo



## 20 Years' Trial



For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

#### PROVES ITS SUPERIORITY

These engines are built for long service.

In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

**J. Thompson & Son Mfg. Co., Beloit, Wis.**

## BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES GAS AND GASOLINE ENGINES

SEND FOR PRICES

**THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio**

## A POSTAL TESTIMONIAL

### THE WANT AD.

ELEVATOR at Good Grain point wanted in exchange for good corn and wheat farm near Lamar, Mo. C. J. Meyer, Peotone, Ill.

### THE EFFECT

*Grain Dealers Journal  
Chicago*

*Replied: - Yours of the 15th is at hand. In reply say that I have quite a number of replies to my "ad" and others coming, so you may discontinue my "ad" for the present. Very respy. yours C.J. Meyer.  
Peotone, Ills. Nov. 18.*

Opportunities are quickly found by a want ad. in the Grain Dealers Journal. Cost is only 15 cents per type line per insertion.

# FOOS

## GAS AND GASOLINE ENGINES

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. Send for it. Horizontal and vertical 2 to 500 HP.

**THE FOOS GAS ENGINE CO.**

**SPRINGFIELD, OHIO.**

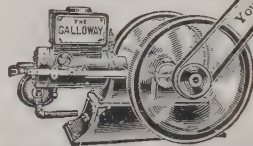
## \$50 TO \$300 SAVED

We are manufacturers, not merchants. Save dealers, jobbers, and catalog house profit. I'll save you from \$50 to \$300 on my High Grade Standard Gasoline Engines from 2 to 22-H.P.—Price direct to you lower than dealers or jobbers have to pay for similar engines in carload lots for spot cash.

### GALLOWAY

Price and quality speak for themselves and you are to be the sole judge.

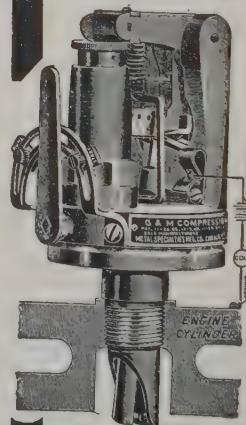
Sell your poorest horse and buy a 5-H.-P. only \$119.50



Direct From My Factory on 30 Days' Free Trial. Satisfaction or money back. Write for special proposition. All you pay me is for raw material, labor, and one small profit. Send for my big BOOK FREE.

Wm. Galloway, Pres.  
Wm. Galloway Co.  
1815 Galloway Station  
Waterloo, Iowa

## G. & M. Compression Igniter Special Price Next 30 Days A Revelation in Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in place of your jump spark, hot tube, or mechanical make and break igniter.

**We Can Save You Money**

by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

Other results are; easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

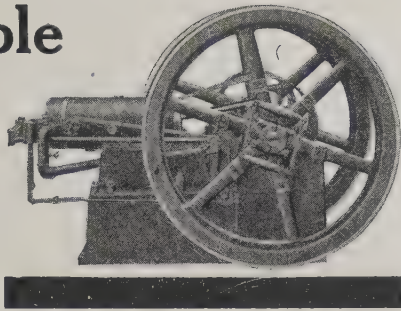
#### LIVE AGENTS WANTED

For particulars write sole manufacturers.

**METAL SPECIALTIES MFG. CO.**  
427-441 W. Randolph St., Chicago, Ill.



# Dependable Power Always On Tap



Elevator and mill men who own I. H. C. gasoline engines have good, steady, economical power ready wherever they are. Close a switch, open the first valve, give the fly wheel a turn and away she goes—and keeps going till you cut the fuel off. But ever-readiness and simplicity are not the only advantages of I. H. C. engines. They cost less while running and run for more years than others. Choose one of the

## I H C Gasoline Engines

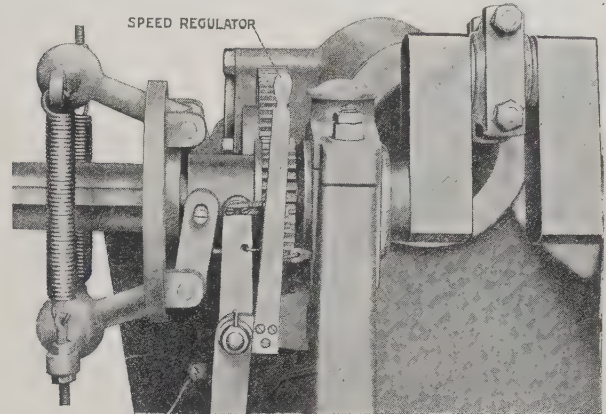
if you want the best and most economical engine service. You can't make a mistake. There is an I. H. C. exactly suited to your needs. 1 to 25 horse power, vertical or horizontal, stationary or portable, mounted on skids or trucks. Tractor Engines in suitable sizes. See the local International agent about the size and style you are most interested in or write us for catalogue.

### International Harvester Company of America

(Incorporated)  
21 Harvester Bldg. Chicago, U. S. A

## The CHARTER Talks No. 2

The greatest difficulty the makers of gasoline engines have had to overcome is the proper control of the machine when the load is taken off. Many makers are still confronted with this difficulty, but we were early successful in locating the cause of this trouble and finding a way to overcome it.



### Our Patented Governor

does the trick. It allows only the proper amount of gas or gasoline to be injected into the chamber at the right time.

It is so constructed and adjusted that as soon as the load is off the fuel is injected only as needed to maintain the motion.

By this governor and the proper weight of fly wheels The CHARTER ENGINE always runs with a steady motion.

This governor also by its quick automatic adjustment to the proper conditions makes a great saving in the amount of gasoline used. Hence this engine is very economical in its cost of maintenance and operation.

THE CHARTER IS AN IDEAL POWER FOR ELEVATORS.  
Write us for further particulars.

### Charter Gas Engine Co.

Box 509

Sterling, Ill.

## Why OTTO Products are Cheapest

### Second Reason

#### THE LETTER!

Kimball Brothers Co.  
Council Bluffs, Ia.  
Otto Gas Engine Co.  
Omaha, Nebraska.

Gentlemen:— We take pleasure in giving you the results of our experience with our 30 H. P. Otto engine and producer.

Prior to installing this outfit we used steam and consumed an average of one ton of \$2.50 Cherokee coal per day, which brought the cost of our power to about \$65.00 per month of 26 days.

We are now doing the same work with an average of 160 lbs. of anthracite pea coal per day, which cost us \$6.10 per ton or about \$15.00 per month, both of the above figures including the amount required to keep the fire banked nights and Sundays. Would also say that the man who formerly fired our boiler now attends to the producer and devotes about eight and one-half hours out of ten to other work.

Henj. Weinmeyer, V. Pres.

#### —COUPON—

Gentlemen: Send me catalogs, etc. together with approximate estimate of installation of an "Otto" Engine of

..... H. P.

Name .....

Address .....

Firm Name .....

Capacity of Plant .....

## WILL YOU READ THIS ONE LETTER?

It is only one experience selected because the letter was short, but we'll send you many more if you'll drop us a line. Did you read it?

There isn't space enough here to go into a detailed description of our proposition, so we've attached a coupon.

And here are some of the reasons why we think you ought to sign this coupon:

FIRST—Impress upon yourself that in the last 34 years 100,000 Otto Gas Engines have been put into successful operation.

SECOND—In the last six (6) years over 5,000 Otto Suction Gas Producers have been installed, to furnish fuel for 5,000 of these Otto Gas Engines.

THIRD—Every one of these 100,000 Engines and 5,000 Producers have saved money for their owners and proven the cheapest kind of motive power obtainable. Are not these reasons enough why you should sign this coupon?

One of the detailed reasons for this great success is illustrated above, namely:

In cheaper gas engines several parts are cast together, so that in case of accident almost an entire engine must be replaced, but see this picture of the OTTO?

We cast the OTTO in several parts, interchangeable, so that in case of accident only the immediate part damaged needs to be replaced—Another way the OTTO proves the CHEAPEST.

Now if we have 100,000 successes aren't we offering you a pretty safe proposition?

We're depending on you to put your name and address on this coupon so we can send you whatever other evidence you need to prove our claims beyond a doubt. WILL YOU?

**THE OTTO GAS ENGINE WORKS, 3213 Walnut St., Philadelphia, Pa.**

Branches: CHICAGO, BOSTON, NEW YORK, PITTSBURG, OMAHA,  
KANSAS CITY, MINNEAPOLIS, SAN FRANCISCO



# THE TALK OF THE TRADE

## The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

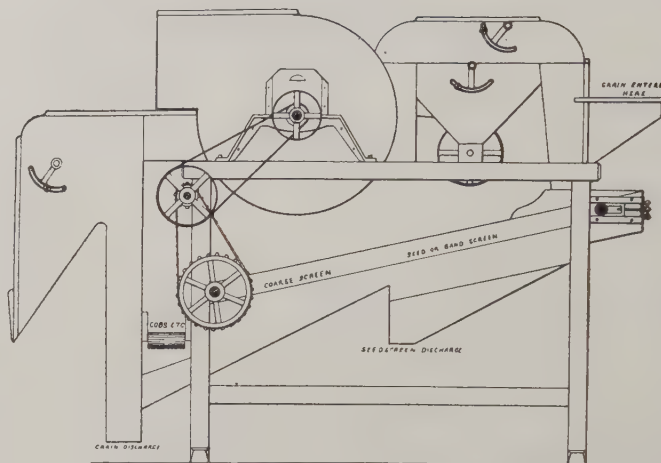
Some of its advantages over other cleaners are:

- The screens are motionless—stationary.
- They have absolutely no vibration.
- Nor does any part of the machine shake or vibrate.
- It requires no bracing, either at first or at any future time.
- It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.
- Its capacity is practically unlimited.
- The grain is carried upon the screens by traveling rods.
- These rods run slow.
- They drag large foreign material over the end of the screen.
- They keep the openings in the screen open *all the time*.
- It is *impossible* for the openings to clog up.
- There are *no eccentrics* about the machine.
- It never has to be balanced.
- The bearings will run years without attention.
- It relieves you of all worry about balancing, babbitting, screen cleaning, etc.
- It can be built to discharge grain at the feed end or at the discharge end.
- It can be built to occupy same space your present cleaner occupies.
- It will fit under almost any elevator turn head.
- The fan can be placed in front, at one side, or on top.
- It saves time, repairs and trouble at critical moments.

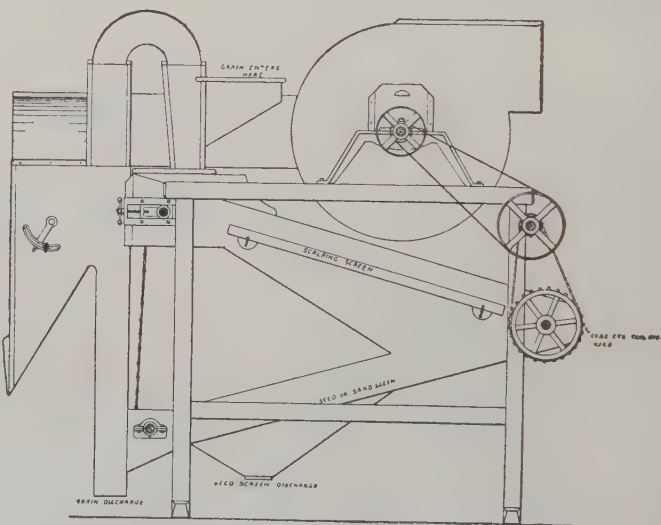
Further particulars upon request.

Manufactured exclusively by

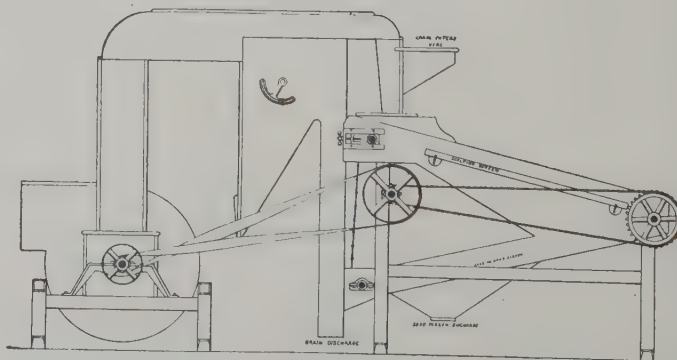
**The Beall Improvements Co.**  
DECATUR, ILL.



As built above the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.



# "Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

## MACHINES FOR SALE.

**ONE NO. 2 BOWSHER FEED MILL**—Nearly new. One set controllable dump irons, cheap. A. D. Stanford, Bardolph, Ill.

**FOOS ATTRITION MILL** for sale. 10 inch, practically new. A bargain. Address B. I., Box 9, Grain Dealers Journal, Chicago, Ill.

**OAT CLIPPER**, \$100. Grain cleaner \$45. Large sizes and good as new. 60 h.p. engine and boiler, \$150, good condition. C. J. Meyer, Peotone, Ill.

**MACHINES** not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers' Journal, Chicago, Ill.

**WILFORD 3 HIGH ROLLER MILL** for sale. In good order, size O. Price right. This is a first class machine for feed and meal. P. O. Box 205, Piqua, Ohio.

**ONE INVINCIBLE No. 4** and one Monitor No. 4 wheat or oats cleaner, good as new; sell either one. Price very cheap. George & Ervin Bros., Jamestown, Ohio.

**24 INCH MONARCH ATTRITION MILL** with drive and belt complete for sale. In good running condition. Will sell at a bargain. Address C. E. D., Box 7, Grain Dealers Journal, Chicago.

**LARGE LINE OF VARIOUS MACHINERY** for mill and elevator equipment; special low prices for quick sales. Write for particulars to American Hominy Company, Indianapolis, Ind.

**CARPULLER**—One 10 carload capacity carpuller, jaw clutch, self containing drum, used very little. One Clarks single automatic power shovel, good as new. Ottawa Elevator Co., Ottawa, Minn.

**I AM PREPARED** to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

**FOR SALE—MACHINES** for an up-to-date mill; all Barnard. Five double 9x18 roller mills; one plansifter; two reels; one purifier and dust collector; one bran duster; one feeder; one meal sifter; one milling separator; one scourer and dust collector and two floupp packers. Flow sheet and spouting plans. The Barnard Machinery Co., Enterprise, Kansas.

**SECOND - HAND FOR SALE.** — Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 9 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P. 1 No. 4 A. 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

## MOTORS FOR SALE.

### MOTORS FOR SALE—

2-5 K. W. W. Electric D. C. 800 R. P. M. 2-9 K. W. W. Electric D. C. 900 R. P. M. 1-20 K. W. W. Electric D. C. 550 R. P. M. All above are 220 volts. Other sizes to suit every need. Also 500 A. C. or D. C. Electric Fans. These machines are all in first class condition. Guaranteed. We do electrical repairing of all kinds. Write us your wants and get prices. Electrical Supply & Salvage Co., 529 W. Van Buren St., Chicago, Ill.

## STEAM ENGINES—BOILERS.

**ONE 35 H. P. STEAM ENGINE** and 40 h. p. boiler for sale, in good running order. Will sell cheap. J. W. Moberly & Sons, Blackwell, Okla.

### FOR SALE—MACHINERY.

**GAS ENGINES**—One 100 h.p. New Era, practically good as new; one 100 h.p. Callahan, new cylinder, rebuilt; one 50 h.p. Callahan, new cylinder, rebuilt; one 50 h.p. Ft. Wayne.

**STEAM ENGINES**—One 15 h.p. Leffel; one 25 h.p. Erie City portable outfit; one 30 h.p. Erie City portable outfit; one 40 h.p. Atlas slide valve, rebuilt; one 50 h.p. Atlas automatic; one 60 h.p. Russell.

**BOILERS**—We carry a complete line of vertical boilers, to 50 horse, fire box boilers to 100 horse, and horizontal return tubular boilers of all sizes to 150 horse. Let us have your inquiry. Columbus Equipment Co., 490-520 Neilston St., Columbus, Ohio.

### REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

**ENGINES—CORLISS:** 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

**ENGINES—AUTOMATIC:** 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

**ENGINES—THROTTLING:** 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

**BOILERS—STATIONARY:** 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

**BOILERS—FIRE BOX:** 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

**BOILERS—VERTICAL:** 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h. p., etc.

**HEATERS:** All sizes, open and closed.

**PUMPS:** All sizes, Single and Duplex.

**SCALES:** Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated **LEADER INJECTORS** and **JET PUMPS**. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

## GASOLINE ENGINES.

**TWO GASOLINE ENGINES**, 15 h.p. each, for sale. Fairbanks-Morris & Witte. Joseph Turk Manufacturing Co., Bradley, Ill.

**50 H.P. OTTO GAS PRODUCER** power complete, suitable for mill or electric light plant, for sale at a sacrifice. Almost new. Address Crab-Orchard Lumber Co., Crab Orchard, Nebr.

**10 H. P. OTTO GASOLINE** engine for sale. In good shape and guaranteed sound and good running order. Owner has no use for it. Price \$150. Address P. O. Box 283, Knox, Ind.

**ONE 35 H. P. OLDS GASOLINE** engine for sale at a bargain. New type, nearly new. One 18 h. p. Olds gasoline engine rebuilt last fall. These engines are in perfect condition and running every day. We are installing electric motors and will have no use for the engines. Leslie Elevator Co., Leslie, Mich.

## GASOLINE ENGINES.

**\$350 WILL TAKE** our 17 h.p. gas or gasoline engine; self starter. Michigan City Paper Box Co., Michigan City, Ind.

**SECOND HAND GAS** and gasoline engines, 3 to 25 H. P. Get our list and prices. Christensen Engineering Co., Milwaukee, Wis.

**GASOLINE ENGINES FOR SALE**—One 35, 50, 75 h.p. Fine condition; bargain. Address A. J. S., Box 9, Grain Dealers Journal, Chicago.

**IF YOU HAVE** a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

**18 H. P. LEWIS GASOLINE ENGINE** in first class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

**A NEW ERIE DAYTON GAS ENGINE** for sale. 80 h.p., almost as good as new. Cheap. Guaranteed to be in good condition. Address Quinby Climer, Chillicothe, Ohio.

**ONE 32 H. P. FAIRBANKS-MORSE** gasoline engine. A1 condition. Can be seen running at our plant every day. Price for quick sale, \$500. Dazey-Moore Grain Co., Ft. Worth, Texas.

**ONE 15 H. P. LEWIS GASOLINE** engine for sale. Guaranteed in first-class condition, at half price. Reason for selling. Will install electric motor. Address J. M. J., Box 10, Grain Dealers Journal, Chicago, Ill.

**GAS AND GASOLINE ENGINES** for sale. One 3 h.p. Backus, one 3 h.p. McMullen, one 5 h.p. Termaat & Monahan, one 15 h.p. Nash, one 16 h.p. Otto, one 50 h.p. Miller, one 50 h.p. Olds. All of the above are in first class running order just as taken out of service and were taken in trade by us for electric motors. We will sell these very cheap as they are, or completely overhaul them and then guarantee them practically to new. Gregory Electric Co., 16th and Lincoln Sts., Chicago.

### GASOLINE ENGINES FOR SALE.

30 H.P. Nash.  
25 H.P. Columbus.  
25 H.P. Fairbanks Morse.  
22 H.P. Fairbanks Morse.  
15 H.P. Fairbanks Morse.  
12 H.P. Fairbanks Morse.  
6 H.P. Fairbanks Morse.  
4 H.P. Fairbanks Morse.  
12 H.P. International Howe.  
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

### GASOLINE ENGINES FOR SALE.

2 H. P. Foos Jr., good condition....\$ 65.00  
4 H. P. Olds, good condition..... 90.00  
3 H. P. Webster, good condition.... 60.00  
3 H. P. Field, used one year..... 95.00  
4 H. P. Field, used 60 days..... 105.00  
8 H. P. White & Middleton, good as new ..... 200.00  
10 H. P. Nichols & Shepard traction engine, perfect condition..... 200.00  
12 H. P. Otto gas, good condition.. 200.00  
16 H. P. Vertical Marinette ..... 200.00  
Allen P. Ely & Co., Omaha, Nebr.

## BUILDING MATERIAL.

**FOR SALE CHEAP**, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.



**ELEVATORS FOR SALE.**

**GRAIN ELEVATOR FOR SALE.** Capacity 10,000 bushels. Easy pay. Address Lock Box C, Ottawa, Ohio.

**DRAPER, S. D.,** 20 M. bushel cribbed elevator for sale. Just built last fall. D. A. Schoeneman, 315 S. Spring Ave., Sioux Falls, S. Dak.

**NO. DAK. GRAIN ELEVATOR** for sale. 45,000 bu. capacity on Soo line. Good town, big territory. A good business. Address Box 15, Harvey, N. Dak.

**NORTH CENTRAL MINNESOTA.** Three elevators for sale, located in good large territory. If interested write H. E. C., Box 9, Grain Dealers Journal, Chicago, Ill.

**ONLY ELEVATOR AND LUMBER YARDS** with good side lines in good grain territory for sale. Capacity 20,000; modern and almost new. Ira M. Phillips, New Waverly, Ind.

**FOR SALE OR RENT,** a 30,000 cribbed construction gasoline power elevator on C. & E. I. R. R. Fine territory and A No. 1 proposition. Address S. I. D., Box 10, Grain Dealers Journal, Chicago, Ill.

**TWO MODERN ELEVATORS** for sale on P. C. C. & St. L. R. R. 15,000 capacity. Well equipped with good coal business. A good proposition to right man. Will sell one or both. Address 602 Broadway, Greenville, Ohio.

**ELEVATOR AND FEED MILL** for sale. New 9 h.p. gasoline engine, corn sheller, Kaestner Burr corn belt grinder. Good location. Address J. Y., Box 8, Grain Dealers Journal, Chicago.

**FOR SALE—BANTRY, N. DAK.** 25,000 bu. capacity cribbed elevator in first class shape and dwelling house. Sell both or separately. Stair, Christensen & Timerman, Minneapolis, Minn.

**ELEVATOR, GENERAL STORE AND dwelling** for sale. Also two elevators. No competition. One elevator good feed business in connection. All good points. Address J. W., Box 7, Grain Dealers Journal, Chicago.

**IOWA.** Elevator and feed business in Iowa town of 6,000 inhabitants for sale. Thoroughly equipped, cribbed building of 30,000 bu. capacity. Address J. H. S., Box 8, Grain Dealers Journal, Chicago, Ill.

**SOUTHERN MINNESOTA.** Three elevators for sale in So. Minn. on the Chicago-Northwestern road, together with large established coal trade. Capacities from 20,000 to 30,000 bus. each and are in fine condition. Good reasons for selling. Address C. E. M., Box 7, Grain Dealers Journal, Chicago.

**NORTH DAKOTA.** For sale, two grain elevators located in first class wheat belt on Gt. N. Ry. Co.'s line in No. Dak. Each 30,000 bu. capacity; nearly new; equipped with Fairbanks-Morse gas engines, dump and hopper scales, first class cleaner. Retiring from business account of health. Address Minn., Box 9, Grain Dealers Journal, Chicago.

**\$3,600 WILL BUY** a 15,000 bu. cribbed elevator, iron side and roof, on Frisco Ry. 600 bu. sheller, dump scale, 3 stand elevator, gasoline engine, hopper scales. Three weeks until harvest; corn, wheat and oats in the very best condition. Large territory to draw from. A money maker. Address F. H. W., Box 10, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.** In order to dissolve partnership, we offer for sale our grain, cotton and coal business consisting of four modern elevators and two well equipped, practically new cotton gins, coal sheds, etc. They can all be handled from central point, and all have large fine wheat, corn, oats and cotton territory in the best part of Oklahoma. These plants can be sold as a whole or separately. Address Pearson & Hayton, Marshall, Okla.

**ELEVATORS FOR SALE.**

**ELEVATOR IN IOWA** to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

**ELEVATOR FOR SALE** at Haverhill, Iowa, doing good business. Good reason for selling. C. C. Holdgrafer.

**ELEVATOR AT BENTON, KANSAS,** for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

**FOR SALE, ELEVATOR** at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

**CENTRAL ILL.** Elevator, grain, live stock and seed business for sale in corn and oats belt in Central Ill. Address M., Box 8, Grain Dealers Journal, Chicago, Ill.

**11,000 BU. GRAIN ELEVATOR** on the C., R. I. & P. Ry., in southern Nebr., for sale. A 200 car station. One competitor. Write V. B. & S. Box 3, Grain Dealers Journal, Chicago.

**WASHBURN, N. D.** For sale or rent, 20,000 bu. capacity elevator, good condition, located at Washburn, N. D. Reason for selling, have too much other business. Address Paul S. Meyer, Washburn, N. Dak.

**WHO WANTS THE BEST ELEVATOR,** grain, coal, feed and hay business in Southern Kansas? Good town; no competition. Close to Wichita. Other interests take my time. Address L. R., Box 9, Grain Dealers Journal, Chicago.

**OWING TO POOR HEALTH** will sell my elevator, feed mill and home in central Wisconsin. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

**ELEVATOR AT SMITHFIELD, NEBR.,** on right of way on B. & N. R. R. for sale. 20,000 capacity. Has Fairbanks automatic weigher in the house and steel wagon scales. For further information address J. French, University Place, Nebr.

**NEW ILLINOIS ELEVATOR** of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

**NORTH DAKOTA.** Modern 30 M. elevator and coal business on Great Northern Road for sale. One of the best points in No. Dak. Good reason for selling. Address N. D., Box 6, Grain Dealers Journal, Chicago.

**NORTHERN INDIANA** elevator, mill and coal yard for sale. No opposition. Town of 1,200, three railroads, in best farming country in the world, land selling \$150 to \$200 per acre. Will consider part land in trade. Address N., Box 295, Grain Dealers Journal, Chicago, Ill.

**ORLEANS, HARLAN CO., NEBR.** Steam elevator, dwelling and eighteen acres of ground for sale. Elevator is equipped to shell corn and handle all kinds of farm products easily. Address inquiries to Sandford Richards, Orleans, Nebr.

**OKLAHOMA.** For sale, elevator and cotton gin in the best Okla. locality. Capacity of elevator 15,000 bus. Practically new gin, two stand, Munger System, complete in every respect. A bargain. Must make sale within thirty days. Owners retiring from grain business. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR AND MILL** for sale. 100-barrel mill in best spring wheat territory of the northwest, with 12,000 bu. elevator attached. Mill is in splendid condition; runs steady the year around and is a money maker. Town markets 750,000 bus. of grain yearly. Owners have made a competence and wish to retire. Address F. R. T., Box 8, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE.**

**CENTERVILLE, IND.** 15,000 bu. capacity elevator for sale. Large territory. Will ship about 150 cars a year. Will sell at a bargain if sold before the 10th of June. Address F. S. S., Box 10, Grain Dealers Journal, Chicago.

**OKLAHOMA.** For sale, 10,000 bu. capacity elevator in Okla., also chop and meal mill in connection. One of the best grain points in the state, from 400,000 to 600,000 bus. of grain annually. A big bargain. Address Box 82, Verden, Okla.

**KANSAS.** 7,000 bu. capacity elevator for sale. Only elevator in town of about 800 in Jewell Co., Kans. Best corn country on earth. Reason for selling have other business. Price \$2,800. Address B. U. R., Box 8, Grain Dealers Journal, Chicago.

**ELEVATOR** for sale. One of the best money making grain elevators; located on two trunk line railroads; very choicest corn land surrounding and ships more than 100,000 per annum. A big bargain. Act quick. Address Tri-State Elevator Co., Hicksville, Ohio.

**SOUTHERN KANS.** 10,000 bu. elevator on A. T. Ry. for sale at a bargain. One of the best towns and grain centers in So. Kans. Corn sheller, corn wheat cleaner, weigher, all in good condition. Address D. & K., Box 8, Grain Dealers Journal, Chicago, Ill.

**WESTERN OHIO.** Modern 15 M. bu. elevator, grain, flour, feed and coal business in western Ohio on Big 4 Ry. for sale. Handles 100 M. bus. grain and 600 to 800 tons coal annually. Will sell cheap if taken soon. Worth the money. Address Ohio, Box 8, Grain Dealers Journal, Chicago.

**EASTERN IND.** If sold by the 15th of June, one of the best elevators in Eastern Ind., located in the very best agricultural section, on Big 4 R. R. and traction line. No competition. Fine town to live in. \$3,500 cash takes it for quick sale. Address M. A. S., Box 9, Grain Dealers Journal, Chicago.

**FOR SALE OR EXCHANGE** for good land, an elevator doing a good business in grain, coal, flour and cement. Located on the C. & E. I. in splendid farming country. Will include modern 8 room residence if desired. If interested, write for details. This is a good proposition and will bear close investigation. Address Box 41, Stone Bluff, Ind.

**ELEVATORS FOR SALE.** Follows two special bargains for prompt action. One L. E. & W. modern, cribbed, 40 M. capacity; small town, shipments average 275 M. for last 6 yrs. Conditions A. 1 and an 8 room modern residence included. \$19,000; terms. Another modern cribbed iron clad 80 M. capacity, has shipped 400 M. corn and oats average for 6 yrs. past, \$30,000, terms. Will shade for cash and quick sale. Both above elevators in Indiana's best grain territory. No details except to buyer who can swing and means business. Reason, other business. Don't wait to write, but date me and come. Plenty of smaller bargains. John A. Rice, Frankfort, Ind. Broker.

**FOR SALE CONTROLLING INTEREST** in line of elevators. Located in new grain territory which is developing very fast. Acreage tributary to elevators increasing 100% per annum. Only one station has competitive elevator. Will be 3,000,000 bus. wheat and one to two million of oats tributary to these elevators this year. Stock Company. Never earned less than 25% since established. Capital stock \$50,000, surplus about \$20,000. Present management draws \$7,200 salary. Will bear closest investigation. Will invoice and sell at cost value if can do business at once. Will take Kansas or Okla. land for part, but must have at least \$25,000 in cash. Address D. H., Box 9, Grain Dealers Journal, Chicago.



## ELEVATORS FOR SALE.

**S.W. MINN.** Good cribbed elevator, capacity 18,000 in good town S. W. Minn. for sale. Address Box 594, Luverne, Minn.

**FOR SALE**—A good line of elevators in North Dakota, South Dakota and Minnesota. For full particulars address M. O. R., Box 7, Grain Dealers Journal, Chicago.

**GOOD ELEVATOR AND COAL** business for sale. Well located and doing good business. Good reason for wanting to sell. Price right. Address J. H. Richey, Cambridge, Ind.

**WINFRED, S. D.** For sale, a 25,000 bu. cribbed elevator at Winfred, S. D., on the Mil. Road, known as the D. C. Harrington elevator. Price \$5,000. For further information write Stair, Christensen & Timerman, Minneapolis, Minn.

**CENTRAL ILLINOIS.** For sale, a 40,000 bu. cribbed up to date elevator equipped with sheller, cleaner, steam engine, loading scales and everything necessary to handle grain. In town of 1800 in central Ill. No competition. Price \$12,500. Address Jas. M. Maguire, Campus, Ill.

**MY 25,000 CAPACITY** thoroughly equipped elevator on the C. & A. for sale. No better grain station in Illinois. Is worth \$6,500, but for quick sale will take \$5,000. Carry lumber stock which can go at invoice. Write me for full particulars and terms. B. H. Ryan, 717 E. Whitmer, Decatur, Ill.

**MICHIGAN.** 24x36 ft. twelve bin elevator for sale. Capacity 18,000 bus. Warehouse, two story, 24x50 ft. Office building, 12x24 ft. Potato house, coal sheds, hay shed and barn. Located in one of the best farming sections in Mich. Eleven miles from nearest competition. Built in 1907. First class in every respect. Address The Marion Grain Co., Marion, Mich.

**WE OFFER** for sale at a low figure and on easy terms our elevator and feed plants at Cisco and Albany. Both are doing a large feed and meal business. We have a large lot of flour machinery, which could be used to add a flour mill at Cisco, and to responsible parties with experience and some capital we would take stock to the amount of the plant and local capital would also invest. Address Pioneer Mill & Elevator Co., Albany, Texas.

**ILLINOIS.** Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex., Box 10, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS.** For sale, a line of three of the best elevators in Ill., on the C. & El. I. Have capacity of 50,000 each and additional storage; cribbed, all practically new. The plants are so located that the owner could live at one of the towns, and have an elevator on each side. No competition. Stations will handle 150,000 and 200,000 bus. per year. This is a fine country. Going out of business and will sell at a bargain. Price \$23,000; will sell on easy terms. Address M. A. Ruby, 531 Prairie Ave., Decatur, Ill.

## Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange  
MILLS AND ELEVATORS

## ELEVATORS WANTED.

**ELEVATOR WANTED** in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

**IF YOU WANT TO BUY** an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

**TO EXCHANGE FOR ELEVATOR**, 320 acres in Barton Co., Mo. All good corn land; 2 story, 9 room house; two barns, cow sheds, granary, windmill and orchard. Half mile town. Address L. O. A., Box 9, Grain Dealers Journal, Chicago.

**GOOD ELEVATOR IN OHIO OR Indiana** wanted. Handle 100,000 bus. or better. No objection to good side line. Will pay cash for a plant that is right and a good business. Address L. M. F., Box 5, Grain Dealers Journal, Chicago.

**COLUMBIA FALLS** offers the best location in western Montana for a grain elevator and storage warehouse. Situated on the main line of the Great Northern Railway at the junction of the Kalispell and Somers Branch. Between 200,000 and 300,000 bus. of grain raised annually within ten miles of town. Natural distributing point for merchandise shipped in car lots. Address Columbia Falls Board of Trade, Columbia Falls, Mont. Martin Conlin, Secretary.

## BUSINESS OPPORTUNITIES.

**CASH BUYER** is in the market for a good business. Give full particulars. Address G. D. J., Box 313, Cherry Valley, Ill.

**\$10,000 STOCK FOR SALE.** One half interest in new up to date, thoroughly equipped corn and oat plant, at Madill, Okla. Address D. W. Ingersoll, Clifton, Texas.

**IF YOU ARE SEEKING A BUSINESS** write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

**EASTERN ILL.**—For sale, or will exchange for good land, the exclusive grain, coal, lumber and bank business in small town in Eastern Ill. A money maker. Address H. A. R., Box 5, Grain Dealers Journal, Chicago.

**MEMBERSHIP CERTIFICATE** in St. Louis Merchants Exchange, \$95 net. Grain and flour bought for Southern buyers. Bank, mining and oil stocks bought, sold and exchanged. A. L. Deibel, Broker, Pierce Bldg., St. Louis, Mo.

**CASH FOR YOUR BUSINESS** or real estate. I bring buyer and seller together. No matter where located, if you want to buy, sell or exchange any kind of business or property anywhere, address Frank P. Cleveland, 5951 Adams Express Building, Chicago, Ill.

**FOR SALE, RENT OR TRADE FOR LAND**, general feed, grain, seed and hay business in growing town located in best farm, stock, dairy and mining section of Southwestern Wis. Splendid business, no competition. Elevator with modern equipment. Reason for selling, other business connections. Address W. F. A., Box 7, Grain Dealers Journal, Chicago.

**I WANT TO SELL HALF INTEREST** in my grain, coal and lumber business to some good business man who can take charge and look after it. I want to retire and will sell ½ interest to a man that can furnish the right kind of references. It will take about \$6,000 or \$7,000 to buy ½ interest. Will carry \$2,000 with good security. If you want a good money making business write me and I will explain or show just what I have done. Address S. W., Box 10, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

**A FIRST-CLASS ROLLER MILL**, 6-room house and barn, one mile north of Mt. Healthy. Address Chas. Hartmann, Mt. Healthy, Ohio. C. D. & T. Traction Stop No. 86.

**\$6,000. GRIST MILL**, electric and steam power; capable manager; net profits from April 12, 1909, to Feb. 1, \$1,700; terms, including residence, \$4,000 cash, balance on mortgage. L. G. Tinkelpaugh, P. O. Box 53, Point Edward, Ont., Can.

**FLOURING MILL FOR SALE**, 75 bbl. capacity with elevator attached, 8,000 bu. capacity. Two good lots on R. R. Everything in first class condition. Will take western land for part payment. Address J. V. DeLong, Merrill, Mich.

**TEXAS.** For sale, new milling plant on main line of Santa Fe in best soft wheat section of Tex. Fine wheat crop made for the coming years run. Capacity 150 bbls. flour, 60,000 lbs. corn products in 24 hours run. Shortage capacity 50,000 bus. Will pay any one interested to investigate. For details address D. W. Ingersoll, Clifton, Tex.

**SOUTHERN OHIO.** For sale a 250 bbl. mill, Allis machinery, in So. Ohio, town 5,000. A fine wheat section, best crop in winter wheat territory now growing. A corn shelling outfit and coal business, track scales. Also dwelling house, hot water furnace, bath room and all modern conveniences. Wish to retire from active business. Address Langdon Milling Co., Wilmington, Ohio.

**INDIANA.** For sale, fine 250 bbl. flouring mill, said by disinterested men to be the best mill in Ind. 4 story brick building, which alone cost \$10,000. Plenty natural gas to run mill; 2 gas wells go with mill. A loop bleacher, Humphrey elevator and everything needed in a mill; 35,000 bu. elevator. Trade established and growing, mill making money. Reason for sale, owner has not the capital to run to full capacity. Good wheat country. Mill on R. R. Address Ind., Box 10, Grain Dealers Journal, Chicago, Ill.

**ROCHESTER, MO.** A money maker water power flouring mill for sale or exchange for farm. On account of poor health, I offer for sale my flouring mill and water power at Rochester, Andrew Co., Mo. This is one of the best, safest and largest water power in the state of Mo. Mill has 6 double stands of rolls for grinding wheat and flour, 1 Barnard Leas plan sifter, 6 round reels, George T. Smith's purifiers, Barnard Leas separators, wheat scourers and polishers, flour packer, home made bleacher, Beall wheat steamer and heater, large power corn sheller and burrs for corn and chop feed. All in operation and driven with James Leffel water wheels and 500 surplus h.p., water power. Extra location for custom exchange work; best grain country in the west; fine climate and healthy country; plenty of fruit. Give full description, price and location of farm in first letter. For further information write C. L. Hyler, Rochester, Mo., or come and see for yourself.

## ELEVATOR BROKERS.

**WRITE US** if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

**GRAIN ELEVATORS FOR SALE.** I have a good line of grain elevators located on the different railroads in Nebraska and Northwestern Kansas and will be glad to quote price on any one or all of them, together with detailed statement. If interested, write me. J. W. Hiler, Elevator Broker, Sheldon Block, Lincoln, Nebr.



**SCALES FOR SALE.**

**FAIRBANKS & HOWE HOPPER Scales.** 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb.

**SCALES** of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

**OFFICE SUPPLIES.**

**SECOND HAND ADDRESSOGRAPH** wanted. Give full particulars and lowest price. Address D. I. N., Box 7, Grain Dealers Journal, Chicago.

**A LARGE FIRE PROOF SAFE** for sale. Double doors inside and out. In first class condition; price \$75.00 f. o. b. Address R. S. McCague, Second National Bank Bldg., Pittsburg, Pa.

**AUTOMOBILE SUPPLIES.**

**CLINCHER AUTO CASES AND TUBES.** Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3½, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3½, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2½, \$9. 28x2½, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at, makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

**MISCELLANEOUS WANTED.**

**WANT FREIGHT CLAIMS COLLECTED.** We wish name and address of a firm making a specialty of collecting grain dealers' claims against railroads. Reinhardt & Co., Jacksonville, Texas.

**FOUND**—One bunch of keys with Grain Dealers Journal key-tag in mail box at Charleroi, Pa. Owner can have same by identifying property and sending postage for forwarding.

**MISCELLANEOUS FOR SALE**

**DUST PROTECTORS,** \$1.00, made of rubber, with automatic valve. Slightly used typewriters \$18.00 to \$36.00. Typewriter covers, 50c. Meier, Russell, Kans.

**NINE ROOM DWELLING,** woodhouse, washhouse, and barn in good section of county seat of Cedar county with three lots 150 feet, south frontage on corner, \$2,000. Easy terms. John R. Wampler, Tipton, Ia.

**HELP WANTED.**

**WANTED—A MAN BY JULY 1, 1910,** to buy and sell grain for the Farmers Co-operative Elevator Co., Granville, No Dak. State experience, if any, and salary expected. Application should be in by June 1, 1910.

**EXPERIENCED HELP,** such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

**WANTED—A COMPETENT MAN** to handle the grain and coal business of the Farmers Co-operative Association of Ray, Kans. Give experience and salary expected. Send all applications before June 5 to E. V. Doll, Sec., Larned, Kans.

**WANTED—A BUSINESS MANAGER** with some capital, for the best mill and elevator in Central Indiana. Made 40% in the past year. Good salary but must have first class reference. Address Field, Box 10, Grain Dealers Journal, Chicago, Ill.

**WANTED — EXPERIENCED GRAIN BUYERS** to take charge of Farmers' Elevators in North Dakota. Good salary for good men. Write giving experience and present place of employment. Address E. N. S., Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED—COMPETENT MAN** of good habits to act as buyer and one who is competent and experienced to take sole charge if necessary of the buying, selling, collecting and keeping the books of a wholesale and retail grain and seed business. Would like some one to take a stock interest in the business; \$25,000 Stock Co. Want a judge of grain and seeds and man good with machinery and able to meet strong competition in buying. For particulars address W. S. D., Box 9, Grain Dealers Journal, Chicago, Ill.

**PARTNERS WANTED.**

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

**PARTNER WANTED** for third or half interest in six first class grain elevators located in Southwestern Minnesota. First class plants and good business. Address C. O. F., Box 8, Grain Dealers Journal, Chicago.

**Want a Job?** —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

**SITUATIONS WANTED.**

**FIRST CLASS ELEVATOR MAN** wants position as supt. of elevator. Can furnish best of references. Address R. M. C., Box 10, Grain Dealers Journal, Chicago.

**MANAGER OF COUNTRY ELEVATOR** wants position. Experienced and capable man. Married and can give best of references. Address Box 682, Canby, Minn.

**EXPERIENCED GRAIN BUYER** wants position as manager of country elevator doing good business or as solicitor for a commission firm. Can give good references. Address Box 185 Hawarden, Iowa.

**GRAIN BUYER** wants position. 3 years experience. Best of references. Age 29, single. Can use German language. Address T. O. N., Box 8, Grain Dealers Journal, Chicago, Ill.

**MANAGER OF COUNTRY ELEVATOR** wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

**POSITION AS MANAGER** of a good Farmers Elevator in the Dakotas wanted by a competent grain buyer of long experience. Good accountant. Best references. Address A. F., Box 10, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED GRAIN MAN** wants position as manager with good firm. Five years' experience buying and selling Kan. wheat. 27 years old, married, highest references. Address Kansas, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANT A JOB** as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

**POSITION WANTED** as manager of grain elevator and lumber yard combined or grain elevator alone in Missouri, Southern Kansas or Okla. by experienced lumberman and grain buyer. At present unemployed; wish change on account of family's health. Address C. H. I., Box 9, Grain Dealers Journal, Chicago.

**EXPERIENCED GRAIN BUYER** and salesman wants position as manager of Farmers Elevator Co., doing a good business, or as solicitor for a commission firm or superintendent for a line elevator company. Have had over 25 years experience. Best of references. Address H. C. H., Box 10, Grain Dealers Journal, Chicago, Ill.

**TWO YOUNG MEN** want position with some good elevator company or milling company to buy grain. Have had 15 years' experience with all kinds of grain. We are both 35 years of age and can go anywhere. Parties in need of two good grain men can secure same by writing us. State salary you can pay in first letter. Best of reference furnished. Can come at once. Address Berry & Bibb, Pedlar Mills, Va.

**INFORMATION.**

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR SUPPLIES.**

**GRAIN TESTERS**—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

**POULTRY FOR SALE.**

**RHODE ISLAND REDS**—The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

**THE EXPERIENCE OF OTHERS**

**GRAIN DEALERS JOURNAL**

255 La Salle St., Chicago, Ill.

*Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the Grain Dealers Journal on the 10th and 25th of each month Enclosed find One Dollar and Fifty Cents.*

Name of firm.....

Capacity of Elevator .....

Post Office.....

.....bus.

State.....



## SEEDS FOR SALE.

**TWO CARLOADS CLOVER SEED** tailings for sale. J. M. King & Son, North Vernon, Ind.

**FOR SALE—MILLET SEED** a specialty. Also deal in all kinds of grain and seeds. D. H. Clark, Galt, Mo.

**IF YOU DON'T GET A STAND** wire J. J. O'Laughlin, Rome, Iowa, for your seed at \$3.00 per bus. 1908 seed.

**CANE, MILLET, KAFFIR CORN** and milo maize. Alfalfa a specialty. Write for prices. Fowler Elevator Co., Fowler, Kans.

**ALFALFA SEED**, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

**DAKOTA GOLD MINE** seed corn beats the world. Yields 100 bus. per acre. Ripens in 100 days; special prices to elevator men. Address Crill, the seed corn man, Elk Point, So. Dak.

**CLOVER SEED** for sale. Both mammoth and little red, ranging in quality from N. E. G. to Prime. Will be very glad to quote prices upon receipt of inquiries. J. M. King & Son, North Vernon, Ind.

**KAFFIR CORN, MILOMAIZE, CANE SEED.** Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

## SEEDS WANTED.

**YOU CAN EASILY** find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

### THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.  
Send Us Your Samples.

ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

### "ARAB" HORSE FEED

A PERFECT BALANCED RATION  
M. C. PETERS MILL CO.  
Alfalfa Queen Mills, OMAHA, NEB.

### SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

### Rorer Mill & Elevator Co.

Incorporated

### ALFALFA MILLERS

Kerno Falfa Pure Meal,  
Cero Falfa Mixed Feed.

SHAWNEE, - - OKLAHOMA

## IF YOU WANT

regular country shippers  
to become familiar with  
your firm name, place  
your "ad" here :: ::

## GRAIN FOR SALE.

**OAT CLIPPINGS FOR SALE**—Write John Wade & Sons, wholesale grain dealers in Memphis, Tenn.

**SALVAGE FOR SALE, RYE, OATS** and barley. Bids wanted. McCray, Morrison & Co., Kentland, Ind.

**CORN AND OATS** in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

**WHEAT, CORN, OATS AND Kaffir corn** for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

**BID US** for Texas Red Dust proof oats. Shipments from June 1st to October next. New oats, good goods, car lots only. Everett Grain Co., Belton, Texas.

## GRAIN WANTED.

**SALVAGE GRAIN.** We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

**NEW WHEAT AND OATS** of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

## HAY WANTED.

**HAY & STRAW WANTED**—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

**HAY & STRAW WANTED**—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

## HAY FOR SALE.

**PURE ALFALFA MEAL OR HAY** for sale. Write Kingfisher Grain & Alfalfa Mill, Kingfisher, Okla.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## BAGS FOR SALE.

**FOR SALE**—We offer a good lot of second hand 16 oz. cotton seamless bags that have been used for wheat, but have been repaired and are in good condition, at 14c each, f. o. b. St. Louis; terms, net cash, if unsold. Fulton Bag & Cotton Mills, Dept. A, St. Louis, Mo.

## THE ALBERT DICKINSON CO.

Clovers  
Timothy  
Flaxseed  
Bromus inermis  
Dwarf Essex Rape Seed  
Main Office, CHICAGO, ILL.

# SEEDS

Blue Grass  
Orchard Grass  
Millets, Hungarian  
Redtop, Seed Corn  
Peas, Beans, Bags, etc.  
MINNEAPOLIS, MINN.

### WE BUY PURE SOFT WINTER WHEAT

CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

### WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

Also Seed Grain

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

### WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

## DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL, 255 LA SALLE STREET  
CHICAGO, ILLINOIS



**D**URING the Convention Season is the time to investigate the good qualities of **INVINCIBLE CLEANERS.**

**W**E manufacture a full line of Cleaning Machinery including—

**THE INVINCIBLE**

Compound Shake Dustless Receiving Separator

**THE INVINCIBLE**

Combination Scourer, Clipper and Cleaner

**THE INVINCIBLE**

Compound Shake Corn and Cob Separator and Cleaner

**THE INVINCIBLE**

Needle Screen Gravity Grain Separator and other practical and useful machines. Write us today stating your needs. We'll gladly send you full particulars and information, or meet you at your State Convention.

**INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.**

Represented by J. H. PANK, 512 Traders' Building, Chicago, Ill., Phone Harrison 667.

C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

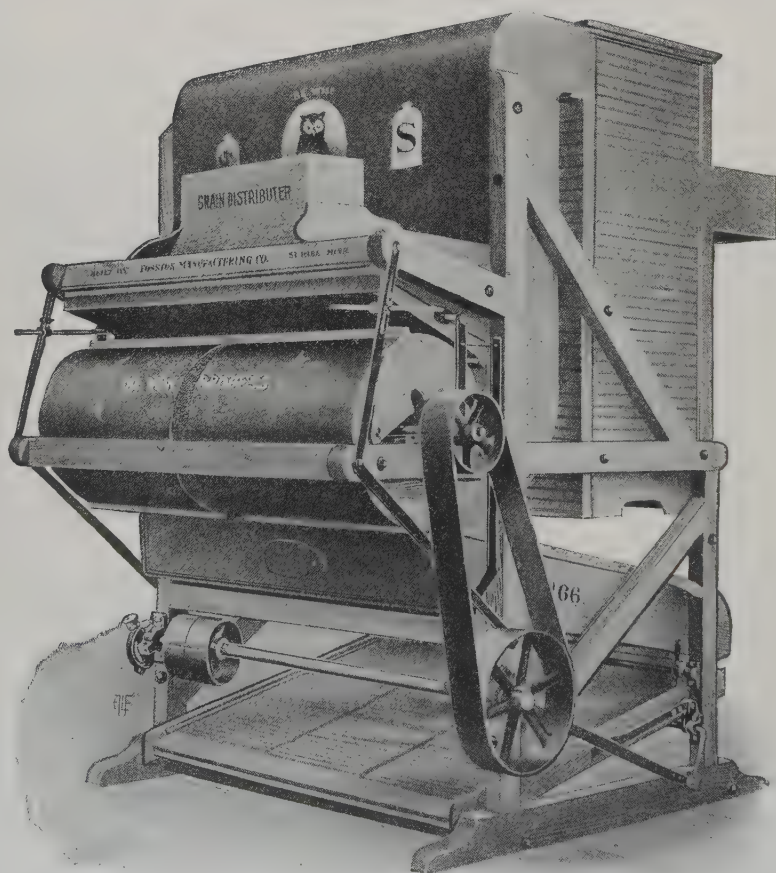
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.

N. W. Representatives: STRONG-SCOTT MFG. CO. Minneapolis, Minn.

FRANK E. KINGSBURY, Terminal Hotel, St. Louis, Mo.

CHAS. H. STERLING, Jefferson House, Toledo, Ohio



**The "NEW PROCESS"**

**Enabled them to sell their grain NET and at a PREMIUM and their Screenings for \$15.00 Per Ton**

These are actual facts which you can ascertain by sending for our new book, "Modern Methods of Grain Cleaning and Separating." In this book we have reproduced statements from elevator and warehouse operators, taken from their books, showing exactly how much the "New Process" made for them. You will also find illustrated and described the New Process Elevator and Warehouse Combination Cleaner and Separator.

**If you are in the Market for a Cleaner, Send for this Book.**

The "New Process" is two machines in one. It is a receiving cleaner with tremendous capacity and it is a perfect separator of all kinds of grain and seeds. It is equipped with our patented non-clogging device, which we guarantee will keep the screens absolutely clean. This device will not wear the screens and we guarantee our screens to last longer than the screens in any other cleaner.

Be sure to get our catalogue before you decide on a cleaner.

**Fosston Manufacturing Co.**  
Merriam Park, St. Paul, Minn.



## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month  
by the

### Grain Dealers Company

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CHARLES S. CLARK,  
Manager.

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To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00. A Red Wrapper on your Journal means your subscription has expired.

#### The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MAY 25, 1910.

FEDERAL prosecution is making the keeping of a bucket shop more and more perilous.

NO GRAIN man attains his greatest measure of success who does not profit by the failures of his fellow dealers.

THE FAMILY of the grain dealer who keeps all accounts of his business in his head always experience a world of difficulty in learning how little he had left.

IF ANY grain carrying line continues to refuse to recompense shippers for grain doors provided for its doors, the shippers forced to use it shud join hands and sue for the full amount expended. They wud attain an easy and certain victory.

SHIPPERS who permit their drafts to be held until grain arrives saddle the trade with an unnecessary burden and encourage the weak broker who must do business on credit, if at all. The shipping business to consuming sections wud be less hazardous if sight draft were attached. By charging the weak jobbers who insist upon arrival drafts, a cent above the market, the business would gradually be forced into the hands of stronger firms who cud and wud pay sight drafts.

WHAT has become of Secy. Wilson's scheme to make "good natured" alcohol from everything grown on the farm?

THE COMET has come and gone, likewise many members of the Cropkillers' Union, but still we are sure of an average crop.

RATES agreed upon by the railroads will not go into effect until approved by some government authority if the interests of the shippers are considered as the insurgents are striving to have them considered.

ADVANCING money unsecured to farmers on grain they expect to harvest is too hazardous for the average banker, so the grain buyer seems to delight in taking the chance, altho it is not at all necessary to the promotion of his business.

THE LAST report on wheat issued by the Illinois state buro shows an acreage of 1,049,000 or less than half the acreage shown by the Federal Government, while the two reports on condition, show a difference of seven points. Is either right? Is either worthy of consideration?

ISSUING a scale ticket for each load of grain received makes it easy for the farmer to keep track of his grain delivered and places the burden upon him of proving the number of loads he asks settlement for is correct. Where tickets are used a biased memory has no influence on settlement day.

TO LOAD a defective car with grain is to invite, and all unnecessarily grief of the first order. Perfect cars only are worthy to be intrusted with carrying grain to market and shippers can prevent many leaks from these by placing old bags or burlap about kingbolts and doors as illustrated elsewhere in this number. The wanton waste of grain will not long be continued at the expense of the carriers. They can not afford and will not pay for shortages which can be traced to the negligence of shippers.

THE GRAIN merchant who undertakes to plan and supervise the construction of his own elevator without adequate experience in mechanics, is in the position of the sick man who doctors himself, and has a fool for a client. Better methods of handling may add an extremely small fraction of a cent to the value of each bushel of grain passing thru the house, but the total on the quantity handled during a period of years will many times over pay the fees of the architect and the contracting builder's profit. Besides, when the owner has completed his botch, an experienced designer will come along and show the deluded one how the same or better results could have been accomplished by a different arrangement at less cost.

MISSOURI'S Supreme Court has held the state's stamp tax on futures constitutional, so the tax will stand as the case will not be appealed.

NOW that grain quotations have been cut-off from the New York Consolidated Exchange, there is hope they will soon be denied the Open Board of Trade.

THE RAILROADS have advanced freight rates so many times during recent years it wud seem they must soon lack nerve to ask for more. But they are preparing to take more and the shippers propose to give them a good fight for the money.

COUNTRY elevator men who store grain for farmers and charge enough storage to pay for insurance and handling are saved a world of worry and trouble when the fire comes. Even tho grain be stored free when it is burned up the farmer always demands full payment.

A NEW YORK farmer who broke into the state legislature has introduced a bill requiring commission merchants to be licensed by the Commissioner of Agriculture and to file a \$5,000 bond as surety that they will promptly make full, and true accounts and returns to consignors of agricultural products received and sold. The bill is full of wild and impracticable regulations which would soon drive commission merchants out of business. Buyers would get the products direct and at prices much less than they are now forced to pay by the shippers' representatives.

ELEVATION allowances have recently been denied H. Gund & Co., of Nebraska, by the Interstate Commerce Commission on the ground that it would be an illegal discrimination. The Commission seems much disgusted with the Circuit Court at Kansas City, which recently upheld the payment of allowances and says it "is constrained by the facts to adhere to its view that these allowances are unduly preferential both in purpose and in effect. It therefore declines until its position shall have been finally overruled by the higher courts, to extend the benefit of elevation allowances." So elevation allowances will be granted to no additional elevator operators, except voluntarily by the railroads which want their cars released promptly until the decision of the Circuit Court is upheld by the U. S. Supreme Court. If the railroads attempt to build and operate their own terminal transfer elevators the service will cost them much more and be less satisfactory. The volume of the country's grain trade makes it impossible to handle it without elevators even tho the number of box cars be doubled and the grain elevator owners will not long help to lighten the carriers' burden unless paid for the service.



BOTH the grain inspection and the anti-option bills have been sidetracked so far as this session of Congress is concerned and if the grain trade is alive to its interests both bills will be killed.

EXHAUST PIPE from gasoline engine in elevator at Hastings, Minn., started a fire recently which nearly resulted in destruction of the plant and 40,000 bus. of grain. Hereafter the exhaust will not be against wood in at least one plant in Minnesota.

GEESE are credited with destroying the spring wheat, the Hessian fly has killed 50% of the winter wheat in the Ohio valley and the chinch bug is taking everything left in the southwest. Notwithstanding this dire ruin the pessimists are still down-hearted.

CAR SEALS which can readily be broken open and bent back into place so as to deceive the seal inspectors at Junction and terminal points would seem to be open to great improvement. Railroad employes and thieves familiar with the method of inspecting seals have been able to break open cars and bend seal back into position so that it appeared to be intact altho the car had been broken open and its entire contents extracted. The grain trade particularly is in need of a seal which cannot be replaced after it is once broken. Then if cars and contents have been tampered with evidence of such work will be apparent.

THE FREEDOM with which the average carrier ignores the shipper's request for special routing of his grain has convinced many that they have no voice in the matter, but they are wrong. The Interstate Commerce Commission has recently assessed the C., M. & St. P. \$77.00 on a shipment from Webster, S. D., routed so as to levy a tax this much in excess of the legal rate via the route specified and in defiance of shipper's instructions. The trouble with some of the carriers is they experience an irresistible temptation to do the shipper at every turn. It is not so with every R. R., but some persist in ignoring laws, reason and justice. Naturally reparation is ordered when cases of this character are brot to the attention of the Interstate Commerce Commission, but the punishment is so mild that the carriers are willing to take chances on enforcing their own wishes in defiance of law and the rights of the shipper. If they were heavily fined in cases where no excuse exists for their having put shipper to unnecessary expense by ignoring his routing instructions, they would soon give more respectful heed to these instructions.

NEW YORK'S legislature is after wash sales and matched orders with a bill providing for a heavy fine and imprisonment for publication. Some day both will be prohibited, as they should have been long ago.

KING CORN at last has a clean bill of health, the committee investigating the cause of pellagra having decided that it is transmitted by a biting gnat. No one who really knows the king placed any credit in the foul charge against him.

THE DECISION of the Interstate Commerce Commission on the milling-in-transit privilege which also affects all transit privileges is given elsewhere in this number. Its careful reading discloses a disposition on the part of the Commission to split hairs, but there is some justice in the claim that substitution has virtually resulted in rebates being given and accepted. However, it must not be overlooked that the transit privilege was granted for the purpose of encouraging manufacturers to locate at points of advantage along lines of railroad with the hope of their becoming freight producers. Grain cleaners, clippers, bleachers and mixers, feed and flour manufacturers draw the raw products from many different directions and ship their manufactured products in many more. They produce new articles of commerce and so long as no discrimination is indulged they are surely entitled to encouragement. The decision will affect all members of the grain trade and merits careful reading.

ERRORS in quoting rates by careless or dishonest freight solicitors who are eager for business have resulted in many burdensome losses to grain shippers, and in continued complaint. The law will not be amended to correct this trouble unless the shippers of the country are more persistent in their protest against this injustice. As the law now stands, the agents of the interstate carriers are not liable for errors in quoting or routing freight, and no recourse is left the shipper, even tho the carrier profit largely through the intentional error. Large shipments will no doubt prompt many freight solicitors to quote a rate lower than the legal rate, notwithstanding their inability to collect such a rate without danger of a heavy fine for discrimination. If both carrier and agent were made liable to the government in the full amount of each error, fewer errors would be made and shippers could depend upon the rates quoted, with little fear of being charged a greater rate.

ELEVATOR men who have made a careful study of feed grinding and mixing are realizing a handsome profit from their efforts and naturally more are engaging in the business.

THE COST of protecting your account books and contracts against danger of loss by fire or thieves is too small for you to hesitate. Would it cripple your business if they were burned or stolen? Then guard against it.

MANY grain shippers are now sealing their shipments with their own car seal which bears their name and number. All seals being numbered consecutively it is an easy matter to detect any tampering with the car. Some use a rubber stamp on each invoice or shipping advice, reading as follows: "This car number —, Initial —, is sealed with our own seal Nos. — on side doors and Nos. — on end doors. Please examine seals carefully and if broken notify agent and ourselves." The greater vigilance exercised by shippers and receivers in watching for leaks in cars, the greater vigilance will the railroads exercise in protecting cars from pilfering thieves.

WASHINGTON'S politicians have been forcing their services as "let's pretend grain inspectors," upon the grain trade at the terminals of that state even tho the service was of no value and not wanted. The politicians wanted the fees and got them until the Puget Sound Warehouse Co. got an injunction restraining the collection of fees for grading its own grain when shipped to itself. This view has now been sustained by the State Supreme Court and virtually puts the state inspection force out of business as most of the grain is bot in the country by the large dealers and shipped to their own warehouses in Seattle and Tacoma.

LIGHTNING RODS have at last received recognition at the hands of the mutual fire insurance companies making a specialty of insuring grain elevators and contents, and these companies will soon give a credit of 10c per \$100 insurance where plants are properly equipped with lightning conductors. Several stock companies have been granting a similar credit on farm buildings properly equipped, for several years past, and it seems probable that the lightning rod is to receive merited recognition in all lines of insurance. Experience and experiments have proved to the satisfaction of many experts that buildings can be protected from lightning by proper equipment of lightning conductors; hence, many fires will be prevented and fire losses reduced, and this saving to the insurance companies will effect a saving in premiums to the insured.



## SHINGLE ROOFS WILL BE CHARGED FOR.

At last the mutual fire insurance companies, which are making a specialty of insuring grain elevators and contents, have been forced by many fires started by locomotive sparks to make an extra charge for insurance on grain elevators and contents, where building is covered by wooden shingle roof.

A recent number of this Journal contains notices of forty-three fires in grain elevators, many of which were known to be directly traceable to locomotive sparks.

There has been much talk of levying an extra charge for wooden shingle roofs for several years past. The companies, insuring flour mills and saw mills, have always charged extra for shingle roofs, but the grain elevator, even tho near the railroad and subject to a greater hazard, has escaped. Henceforth, none can afford to build a grain elevator and cover it with wood shingles, as they curl up, crack and prove an attractive tinder-box for locomotive sparks during the dry seasons.

In taking this stand against shingle roofs, the insurance companies have performed a great service for the parsimonious reducers of first cost. The elevator man when building is slow to give needed attention to the ultimate cost of maintaining his plant. A fire-proof roof will give real protection and last much longer if properly installed and cared for than any wood roof, hence none can afford to cover his plant with wood.

## KEEPING SCALES IN WORKING ORDER.

Careful investigation by western grain carrying roads has brot to light the fact that all shortages in transit are not due to defective box cars, as shortages have occurred in shipments which were not spilled along the way, notwithstanding cars arrived at destination with seals intact. Some railroads are making an earnest effort to determine the causes of shortages in the hope of remedying the trouble, and their investigations have disclosed shortages due entirely to differences in scales. So the pressing of shortage claims by shippers must bring about an improvement in weighing facilities both at country and terminal points and the keeping of scales in perfect working condition.

A most practical suggestion along this line was presented recently to the Oklahoma Ass'n by Mr. Maegly of the Santa Fe, his idea being that all interested should co-operate in keeping all scales adjacent to railroad right of way in prime condition so that the weights could absolutely be depended upon. While his suggestion that a weight committee representing shippers act in an advisory capacity with the superintendent of the Western Weighing Ass'n for the improvement of weights would not meet with the

hearty approval of all shippers, still out of such co-operation much improvement would surely result in the weighing of the Ass'n as well as of the shippers.

Many grain elevator men drift along year after year without testing their scales and apparently without caring whether the scales are weighing against them or in their favor. If the weights are to be accepted by carrier or consignee, shipper must exercise greater care to keep his scales in working order. Continued neglect of either his receiving or shipping scales is sure to prove a very expensive parsimony, as none, himself included, can depend upon their weights being right.

## RAISING MEMBERSHIP REQUIREMENTS.

The grain exchanges of the country are giving ever increasing evidence of a growing desire to make membership more valuable, more desirable by requiring a higher reputation and character for admission to membership and commercial conduct in keeping with present day ethics to retain membership. Altho few exchanges attempt to force arbitration of differences between members and non-members, they recognize that if membership is to stand for anything they can not afford to harbor a dealer who indulges in dishonest trickery to the loss of outsiders patronizing the market.

Some are investigating complaints of uncommercial conduct against members and where dishonesty is proved even by a non-member they do not hesitate to reprimand publicly and to expell. It must be clear to every one that the market whose exchange deals most vigorously with members guilty of dishonest dealing can not help but prove the most attractive both to the western shipper and the eastern buyer.

Sufferers have been largely to blame for some culprits escaping punishment. Hoping by keeping still to recover their small losses they assist the sharper to prey upon others to the further detriment of the good name of his exchange. One Illinois shipper who was quick to complain of a \$35 loss to the officers of the Memphis Merchants Exchange not only neglected to furnish documentary evidence in support of his claim and to reply to telegrams, but sent the affidavits prepared with great care by the counsel of the Exchange to the offender as evidence of what he would do to him unless he promptly settled. Such treachery to the cause of justice merited a full loss and he got it in the form of a worthless ninety-day note. The shippers reluctance to furnish proof gave the sharper a longer lease on membership and an opportunity to fleece others. No exchange is willing to remain under suspicion of harboring dishonesty and none will long tolerate the trickster if it can avoid it. The early

sufferers are often more to blame for a dishonest dealer being continued in membership than any one, because the loss of membership and public disclosure of their dishonesty quickly deprives them of the opportunity to do business with the dealers who read.

## Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. & A. 15540 passed thru Dwight, Ill., May 21, leaking yellow corn at side of car.—E. H. Young, Streator, Ill.

N. & W. 62692, leaking wheat at side, passed thru Clarks Hill, Ind., May 18, going west.—Ura Seeger, The Mollett Grain Co.

G. N. 40824 passed thru Campbell, Minn., May 16, leaking very badly at hopper door in floor.—M. C. Green, agt. Osborne-McMillan Eltr. Co.

S. P. 86013 was set out at Russell, Kan., Sunday, May 15, leaking wheat at side near door. It had a seal on it bearing the name of Bunkerhill, Kan.—Jacob G. Meier, Paul D. Miller.

St. P. 69406 passed thru Madrid, Ia., May 14, leaking wheat at grain door. The conductor and myself tucked some waste in cracks and nailed a board along edge next to door post.—L. E. Johnson, mgr. Granger Eltr. Co.

I C 22286, leaking white corn at side, passed thru Sidell, Ill., May 7 northbound on the C. & E. I.—Sidell Grain & Elevator Co.

C. of N. J. 35303, containing yellow corn, passed thru Sibley, Ill., north bound, Apr. 28, leaking, was repaired by train crew here.—E. T. Johnston, mgr. Sibley Grain Co.

A Car passed thru Parkersburg, Ia., during the night of Apr. 26, leaking corn on north side. Think little could be left in car when it reached its destination, as about 50 bus. were scattered along the track in the yard here. Can give no number, as it passed thru in the night.—Schultz & Co.

M. C. No. 42509, loaded with barley and with every board off the roof, came into the eltr. Apr. 23 in the evening just before a heavy snow and rain storm that lasted two days and nights. We transferred it for R. R. Co. into M. C. No. 49847 and sent car on. If this car had been left out the past two days the damage would have been heavy.—W. E. Shelden, sec'y Stockbridge Eltr. Co., Jackson, Mich.

L. S. & M. S. No. 1738 passed thru Jackson, Mich., Mar. 27, leaking oats badly on account of drawbar having been pulled out and one of the timbers had been forced up thru the floor. We transferred car to another for R. R. Co. and sent the car on.—W. E. Shelden, sec'y Stockbridge Eltr. Co.

C. R. I. & P. 33759 passed thru Holland, Ia., Apr. 21, leaking white oats at end of car. Train did not stop long enough for me to fix it.—Peter Knepp, mgr. Farmers Eltr. Co., Holland, Ia.

C. of N. J. 35556, loaded with shelled corn, passed thru Winchester, Ind., Apr. 16, in Big Four train going east, leaking very badly from hole in car floor. Corn was running out in a stream, certainly at the rate of one bushel per five minutes.—J. Vining Taylor, sec'y. National Hay Ass'n.

Car. No. 200813 (corn) on the Milwaukee road was leaking from the grain door while in the yards at Cedar Rapids, Ia., Apr. 11. Two other cars on that train were leaking, but I was unable to read the numbers as the train was in motion.—W. Bland, Minneapolis, Minn.

N. P. 41455 passed thru Medina, N. D., Apr. 5 leaking wheat at grain door; car door open.—H. F. Glade, agt. Powers Eltr. Co.

I & G N 2423 went east thru Hector, Minn., Apr. 2 leaking barley badly between sheathing and sill on side, and under car between floor and side sill.—Agent Victoria Elevator Co.



## Annual Meeting of Oklahoma Grain Dealers Ass'n.

Oklahoma City, Okla., May 24. [Special Telegram to Grain Dealers Journal.]

The thirteenth annual meeting of the Oklahoma Grain Dealers Ass'n was called to order in Frederickson-Kroh Hall at 2:15 by Pres. J. S. Hutchins of Ponca City, who called upon the President of the Chamber of Commerce to deliver an address of welcome.

D. J. Donahoe, in responding, said: In accordance with the spirit of the times, we meet here again in annual convention. Each time we return to your city we find many changes. One thing we find unchanged is the warm hospitality of your citizens.

The time is coming when the extortionate rates for water transportation from our Gulf ports to New York will be reduced to a reasonable figure. The Wall Street dictators now charge more than on the same freight from Galveston to Liverpool.

John L. Wright: We are indeed glad to accept your kind invitation to the Merchants' Exchange; to be represented at your convention. St. Louis is the greatest soft wheat market of the world and inasmuch as our prices are above Liverpool it would seem profitable for Oklahoma to ship its wheat to us.

The Merchants' Exchange weighs the grain received in our market and our car inspectors meet the cars at the outside points and inspect the condition of cars and seals. We are striving to protect the shippers to our market.

Wm. Murphy: Before telling you my story, I want to thank Mr. Wright for his able address. It must have been copied from one written about Kansas City. (Laughter.)

The Shifting Grain Fields, a paper by G. S. Goodman of Chicago, was read by Charles Clark. From it we take the following:

### The Shifting Wheat Fields.

Permanency of occupation of business depends upon the proximity of supplies and availability of markets. The manufacturer is influenced by both, but more largely by market availability than closeness of his source of supplies. The dealer in agricultural products is dependent solely upon the proximity of the supplies, for the market, however remote, is available. The miller may be indifferent to the nearness of the wheat fields, for he always has a local market, which, at least, gives him the profit of conversion. The grain dealer must follow the fields. The shifting of the grain belt, the changing character of crops gives the grain business an element of uncertainty above the restricted uncertainty of continuous profitable occupation that results from partial and oft-times widespread crop failure.

In our country, the shifting line of agricultural production has been moving in an irregular line westward. As population multiplied, as centers of activity developed into cities and continuous change of towns and villages, the diversification of products to supply the needed food has driven the grain belt to cheaper lands, to sections of minimum population. The procession of harvesters is moving more slowly westward as the arable lands have become occupied, and we can now call the western boundary and limit the zone of productivity. However, the developmental character of the grain business has not yet been reached nor the permanency of productive areas established. The immutable law of population will overspread these Western States as it has the Eastern, and, within the present and next generations,

So long as unbroken land remained ahead of the tide of population, the grain dealer has swept along with the pioneer farmer, and now on these Western lands the last

stand of the old system is being made. The shifting of the grain belt is no longer an easy-going affair, no longer responsive to the serging wave of humanity rolling westward. The subjection of the remaining lands east of the Rockies is one of skill and brains, not of mere plowing and seeding, and, in this subjugation, the western grain dealer has a very important part to play.

Continuous cultivation, seasonable upturning of the soil by the retention of moisture will slowly work climatic changes that will change the country from semi-arid to arable region, but along with this slow conversion of the upland plains to the service of man, is the urgency of better selection of seed, and the adaptation of the farmer to the advanced methods of cultivation.

These things will come as a matter of evolution helped by the more progressive of the farming and related interests. We cannot control the seasons nor avoid the fluctuations of general yields, but we can, and must, increase the average yield.

The westward procession of the grain farmer and grain dealer in the past fifty years has, practically, ended, and the line of least resistance is now the increase in the average yield, and the movement, while not liable to retrace, is destined to double on itself in the mid-continental region, for this Western country will remain the granary of the nation.

There are still great possibilities of production of man's staple food—wheat in this region. There are 30,000,000 acres this side of the Rockies that will give an average yield of 450,000,000 bus. and suffice for an increase of 70,000,000 in the country's population, while the older lands with diminished wheat acreage will be made to produce more and supply the other foodstuffs essential to the varying pace of man and the animals.

Thirty years ago, the country east of the Mississippi raised an average of 6 bus. of wheat per capita, now it raises scarcely four. In the same period, the trans-Mississippi region has lifted its production from 5 bus. to 17 bus. per capita of its population. The shifting of wheat raising has been on an enormous scale more appreciable in the total bushels than in the per capita basis. In 1870 the average crop was 162,000,000 east and 74,000,000 west of the Mississippi. In the next decade the average was 300,000,000 bushels east and 190,000,000 west. In 1890, the average had fallen to 233,000,000 east and risen to 260,000,000 west. In the following decade the east remains stationary on the average production, and the West has advanced to 525,000,000 bus. During the last decade, the proportions and the totals have remained comparatively unchanged. The higher price of coarse grains related to the cost of production, caused an enormous gain in the trans-Mississippi region, more largely in the new lands of Oklahoma, Texas and Nebraska than elsewhere.

This shifting to coarse grains is simply illustrative of the adaptability of the American farmer to the demands of the consuming public, and incidentally, the holding of wheat production down to the average of ten years ago has lightened the volume of surplus for necessitous exports and in the past three years we have had that peculiar, and to some people, unaccountable advance in the price of our wheat over the Liverpool price.

In the general shifting of the grain belt, especially wheat, there has been added to the pressure of population, the relative cheapness of the grain to other products, due to the fact that we have been the producer of a surplus, and the price entered into competition with the wheat raisers of other lands, in competition with the less cultured peoples of Russia, Indian and Argentina.

The shifting of wheat raising to corn and oats has been helpful to the farmer and the dealer in this country. There may be occasional years, in the near future, when our American wheat raisers will, again, be brought into competition with the people of other lands, and on such occasions, the fall in the price will cause more local crop shifting.

While we have the capacity to provide the wheat for our own people for some generations to come, there will remain an element of uncertainty in wheat, more than any other crop, due to the world. Canada, Siberia and Argentina have great possibili-

ties in wheat raising, and to-day, if the duty was repealed, Liverpool and Winnipeg could undersell the West ten to 15 cents a bushel in our principal markets. As long, then, as we have a price above the parity of the world based on protective measure, we are liable to its repeal and resultant shifting of acreage.

In the past generation there has been abandonment of wheat raising over large areas, notably Central Illinois, Wisconsin, Iowa and Southern Minnesota. Better returns on corn and oats and in one case rye has caused this shifting. One large area, Central Illinois, was abandoned on account of insect pests that might have been avoided by crop rotation. The series of calamities that have effected the wheat raiser in the former big belt of Kansas will, undoubtedly, diminish the acreage of that section for some years to come, and yet, only one of these events was avoidable—Hessian fly.

The grain dealer has constantly before him the possibility of contracting production from climatic sources, and the shifting of heavy production of one or two cereals by the inrush of population, but, whenever the hand points unerring to permanent reduction of production, he will be wise if he shifts along with the fields. The Oklahoma and the Texas dealer is alert to the call of the fields, for the past three years have taught him that production could shift by him as swift as Halley's comet, and this year their example will be imitated, by the Kansans, who will be forced to call upon this section for some of the bountiful crops now indicated.

Bert Ball: St. Louis is represented here today because we want our market placed on equality with others and we would like you to come and get acquainted with us.

W. C. Goffe: I know you believe all you have heard about Kansas City and St. Louis, so I will not say any more about our facilities for handling grain, although we want it.

A paper on "The Relations Between those who Grow Crops and those who Provide Markets" was read by John Fields of Oklahoma City. From it we take the following:

### Relations Between Grower and Dealer.

My conception of business is service, whether the business under consideration be that of running a railroad or other public service corporation, of buying and shipping and milling grain, of farming or even of publishing a periodical. All of us offer service and all must finally depend on whether those to whom we offer service find it attractive, satisfactory and profitable to them in sufficient numbers to make our business profitable to us.

The laborer offers his labor; he has no way of forcing you to accept it. Unless you have need for what he offers and the belief that the service will be satisfactory and profitable to you, it is not accepted. The same freedom of choice extends through all ordinary lines of business and professional services.

The service which you men have to offer to those who grow crops is an easily available market. In the nature of the case, because of your large investments and your connections with the world's markets, your business partakes, in some measure, of that of public service corporations. Competition among you, such as exists among professional men or publishers or retailers, might easily be ruinous; it has been many times. And there is no permanent feeling of gratefulness toward you among producers, if, in the heat of competition, you pay more than corn or wheat is worth. It is but natural that you should endeavor to do those things which make for the stability of the business in which you are engaged.

I am not one of those who feel that the producer always gets very much the worst of it in every transaction. At the risk of becoming unpopular among a por-



tion of those whom it is my business to serve, I have maintained that it is not always wise, or likely to be profitable for those who produce crops to attempt the elimination of the local dealer in sending them to the world's market. But I do not believe that you have any vested and exclusive right to purchase any farmer's load of wheat or corn at any price that you may choose to offer.

Your relation to the producer of crops is strictly that of service. If, because of conditions which you have found necessary to the stability of your business, the individual producer is placed in such condition that he feels he is getting very much the worst of it and this feeling grows and spreads, there is trouble coming to you.

I know nothing of the details of your business but I feel that I am speaking for its stability and future development when I ask you to bear the fact in mind that the producer and marketer each serves the other; that neither of you has any rights to business except as you earn them by service of a character satisfactory to the other; that reason and right and justice ultimately will triumph only to the degree that each of us is reasonable and right and just in our daily relations with each other.

An excellent paper of the grain shortage problem was read by F. C. Maegly, A. G. F. A., Santa Fe, from which we take the following:

## The Grain Shortage Problem.

After a good deal of floundering, it occurred to me that full justice to your subject required collaboration. Accordingly, what follows may be accepted as the joint view of a number of men who have given the subject much thought and may be said to represent the various interests, owner of the grain, shipper, railroad and consignee.

It is recognized that the following are the causes responsible for grain shortages, the same being stated in the order of their relative importance:

- (1) Defective Scales.
- (2) Careless or improper weighing, recording or certification of weights.
- (3) Wastage, Cleanage, Dockage; defensive measures by shippers in anticipation thereof.
- (4) Careless inspection of cars just before and just after loading; shipper's failure to reject any car that cannot be safely coopered.
- (5) Defective coopering of cars preparatory to their loading with bulk grain.
- (6) Defective or unsuitable materials at points of loading for the coopering of cars.
- (7) Improper loading of cars; failure to protect end doors.
- (8) Inherent shrinkage or change in the actual weight of the grain during period between weighings at points of loading and unloading.
- (9) Failure to weigh grain as loaded or unloaded.
- (10) Pilferage.

### DEFECTIVE SCALES.

It was deemed proper to give first place to defective scales. The proportion in service is surprising. We speak from our own direct experience and observation and that of others. Scales are neglected by their owners in general, inconsistent as that may seem. The scale is a delicate piece of machinery, no matter what kind or make. It must be kept clean, in good order and in proper alignment. It should have a rigid unyielding foundation. Great care should be taken by the owner to see that bind, defect or other derangement is not allowed to develop. Dirt or refuse must not be allowed to accumulate in the working parts of the scale, and the scale beam notches and poise should be kept free of dirt, dust, grease or rust. Particular care should be taken to keep scales continuously in correct weighing adjustment. Every operator of a scale should provide some practical means of checking the accuracy of his scale. The tolerance error in new scales should never exceed one-half pound per thousand pounds based on the weight applied up to the full rated capacity of the scale and no scale should be used to weigh loads in excess of its rated capacity.

The tolerance error in old scales with dulled pivots should not be allowed to exceed one pound per thousand pounds based on the actual weight applied up to the scale's full rated capacity and where greater error is developed, the scale should be put out of commission until repaired and adjusted by scale expert.

The grain dealers and other shipping associations and individual shippers should unite if practicable and employ a number of experienced scale experts,—men capable of installing, overhauling, repairing, adjusting and furnishing specifications for repairs or alterations. These experts should be authorized to specify the conditions which shall prevail in respect to the physical condition of each scale inspected by them and reports should be rendered to some common or neutral office; for example—that of your Secretary. Such report should properly classify the scales inspected and the conditions pertaining thereto, especially where the weights obtained on the scales are used as a basis for invoicing, buying, selling, assessment of freight charges, etc.

Mr. H. A. Foss, Chicago Board of Trade Weighmaster, and his assistant, Mr. A. E. Schuyler, have shown great wisdom in drawing attention of all concerned to the urgent need of proper scale installations, thorough inspection of scales and any needed repairs, adjustments, etc., by their owners and operators, care in weighing, recording and certifying weights. No grain shipper should be without a copy of Shippers Manual issued by the Chicago Board of Trade Weighing Department, a vast number of which have been distributed by the aforesaid weighing department free of charge in the interest of all concerned.

The following articles have appeared in the Grain Dealers Journal. The Scale Departments of the several railroad companies have made numerous inspections and tests of shippers' scales with substantially like results:

"Scales of country elevators are trouble breeders principally because their owners do not have them inspected frequently enough to detect their inaccuracy. During 1909 the Chicago Board of Trade Weighing Dept. tested 129 scales at country elevators located at different shipping stations tributary to this market. Sixty-seven per cent, or 87 of these scales were found to be out of order. Sixty-two of the scales were corrected. Of the balance, 13 were in such bad condition that they were condemned as unfit for use in weighing grain. The remaining 12 were condemned because of improper and defective foundations. Some dealers suffer shortages and do not know of it because their own scales are weighing against them. No dealer, whose scales are not known to be in prime working condition, is in a position to cast reflection on the weighing of others."

It is only fair to state that many of the scales owned and operated by the railroads are neglected, but it is gratifying to observe that there has been an immense improvement in this respect altho the carriers' scale departments are not yet as well organized as it is believed they will be in the near future.

A number of roads are now advocating the plan of shippers and railroads making a common cause of the scale work adjacent to the railroad right of way. Such proposition, to be operated successfully, should be made as nearly neutral as practicable and should be maintained by the users thereof on some equitable basis of distributing the cost of labor, material, transportation expense and supervision. The Western Ry. W. Ass'n. is the nearest neutral organization within reach of the carriers. By associating with the Superintendent of that organization a suitable weight committee representing the shippers and serving in an advisory capacity, many benefits would in our opinion result.

### CARELESS OR IMPROPER WEIGHING, RECORDING OR CERTIFICATION OF WEIGHTS.

Great care should at all times be exercised by the users and operators of scales to see that the scale is correctly balanced before commencing to weigh and that each weighing is performed with scrupulous care and accuracy. Every precaution should be taken to eliminate the chance of error in recording the weight and where a given shipment or load is weighed in several drafts, the weigher should without fail show date and detail of the weight of each draft. Where compound scale beams or beams with denominational poises are used, the original weight record should without fail show full detail of the weight reflected by each poise, also the number and denomination of the end poise weights used in weighing each draft.

The consignor who has weighed a shipment as loaded should without fail furnish

the carrier's forwarding agent with statement setting forth the detail of the weight; that is, the weight of each draft, thus affording the opportunity to check the footings and such weight certificate should invariably show how the weight was arrived at; whether over wagon scales, warehouse or elevator hopper scales, automatic scales or track scales and where the property is weighed and placed in a shipping bin at point of loading or where it is run from car into the bin and thence to the scale at point of unloading, the certificate should so state. Great care should be taken to avoid wastage between scale and car at point of loading or unloading and in every case the car should be swept clean and the entire contents, sweepings and all, weighed and credited to the car from which it came.

Shippers and consignees who weigh property as loaded or unloaded should exercise constant care to avoid wastage between scale and car at point of loading or car and scale at point of unloading. A defective sink or bin, elevator leg or loading chute is frequently the cause of shortage. If all of these could but relate the story of their life, many a shortage for which the much abused box car has borne the brunt of the blame would be explained to the entire satisfaction of all concerned.

### (3) WASTAGE, CLEANAGE, DOCKAGE, DEFENSIVE MEASURES BY SHIPPERS IN ANTICIPATION THEREOF.

Cleanage, like dockage, invariably results in the elimination of weight, and where any part of the difference is accounted for wholly or in part by either cause, the weight certificate should so state.

### (4) CARELESS INSPECTION OF CARS JUST BEFORE AND AFTER LOADING: SHIPPERS FAILURE TO REJECT ANY CAR THAT CANNOT BE SAFELY COOPERED.

The failure or any shipper to inspect carefully the interior of each car tendered for bulk grain loading is inexcusable. His failure to reject any car that cannot be and is not coopered in such a way as to avoid leakage in transit is indefensible. There is some excuse for shippers failure to detect concealed defects but not where such defects make their appearance as the car is in the process of loading.

A large number of shippers who are careful with their coopering beat all sides of the car with a mallet to determine whether any defect has escaped attention, and if any are found the same are coopered or the car unloaded.

### (5) DEFECTIVE COOPERING OF CARS PREPARATORY TO THEIR LOADING WITH BULK GRAIN.

The shipper should thoroughly inspect the interior of every box car before loading and make sure that every crack or crevice or defect is safely coopered. He should see that the temporary grain door protection applied by him is free of defect and that same is applied in such a manner as to avoid leakage through the door, at door post, under the door or over the door. If frail doors are used, the bottom tier should be doubled or securely braced to avoid any chace of their bulging in transit.

The little pamphlet compiled by Messrs. Foss and Schuyler of Chicago Board of Trade Weighing Department, contains valuable advice and illustrations on this subject. Shippers are cautioned, however, not to use 20 penny nails and spikes for this purpose, as great damage is frequently done to the cars at destination in the effort to remove the temporary grain door protection to say nothing of the serious delay to the operation of busy elevators.

### (6) DEFECTIVE OR UNSUITABLE MATERIALS AT POINTS OF LOADING FOR THE COOPERING OF CARS.

Shippers should without fail notify the Local Freight Agent, Superintendent or Division Freight Agent where defective or unsuitable material is furnished them for the coopering of cars. Such reports should be specific and explain in detail the difficulties encountered.

### (7) IMPROPER LOADING OF CARS; FAILURE TO PROTECT END DOORS.

Many leakages are attributable to improper loading of cars or the failure to provide suitable grain door protection for end car door openings. In many cases the grain is loaded two or three feet above the level of the temporary grain door protection. In other cases cars are loaded up to the end windows, no protection being provided for end windows. The position of the grain is shifted in transit and in consequence leakage frequently occurs through the end windows. Shippers and Local Freight Agents at loading stations are especially cautioned to be careful in this respect.



(8) **INHERENT SHRINKAGE OR CHANGE IN THE ACTUAL WEIGHT OF THE GRAIN DURING PERIOD BETWEEN WEIGHINGS AT POINTS OF LOADING AND UNLOADING.**

Where the grain is thoroughly dry and well seasoned at time of loading this factor (shrinkage or absorption in transit) need not be considered, but the fact remains that shippers now and then are compelled to load damp or unseasoned grain the actual weight of which may and actually does undergo serious change during interval between weighings at points of loading and unloading. Shippers, consignees, elevator men and Boards of Trade weighing authorities closely questioned will admit that considerable of the corn loaded during the past season was susceptible of heavy shrinkage. It is estimated on good authority that some of the corn shipped during the past season in well coopered cars showed an absolute shrinkage as much as 400 lbs. on thousand bushel cars during a short and reasonably prompt transit. Therefore, shippers, local freight agents, consignees and all concerned have a vital interest in seeing that the loading certificate as furnished carrier's forwarding and receiving agents should show the actual condition of the grain as loaded and unloaded.

This view will be criticised by some of the carriers' claim departments on the theory that it will produce an additional number of claims for losses in transit, but on the same theory the shipper who loads damp grain is in duty bound to admit and state its true condition at time of loading. He is morally bound to notify the carrier's forwarding agent of the condition and perishable nature of the property as tendered.

(9) **FAILURE TO WEIGH THE GRAIN AS LOADED AND UNLOADED.**

The failure of shippers or consignees to weigh carefully the entire contents of each car as loaded and as unloaded is inexcusable and every shipper or consignee who weighs his grain as loaded or unloaded should furnish the carrier's forwarding or receiving agent with a certified statement of the weight, setting forth in detail the weight of each draft. If the weighing is performed over a wagon scale the certificate should show the date each draft is weighed and the wagon scale gross, tare and net. The date of the tare should be shown and also whether the driver was on or off the loaded and empty wagon as each was weighed. Where the weighing is performed by shipper or consignee on railroad track scales, the certificate of weight should show whether the empty car was weighed light and whether such light weight included all, part or none of the temporary grain door material applied in cooperating the car.

Where automatic grain weighing scales are used, the certificate should show the make of scale, the weight of each draft and the number of drafts registered in weighing the loading or unloading of the car. The beginning or ending number and also the estimated weight of the residue draft, if any, should always be shown on weight certificate furnished by shipper or consignee; moreover, such information should be furnished promptly as each shipment is tendered at loading point and received at unloading point.

All weight certificates should invariably show whether grain was weighed directly from the scale to the car at loading point or transferred directly from car to scale at unloading point or whether the same has passed through a shipping or holding bin.

(10) **PILFERAGE.**

The protection of grain against pilferage should commence at shippers' loading plant, elevator, warehouse or siding and it should not end until delivery of car and contents at the consignee's elevator, mill, warehouse or siding. Special service departments on railroads and shippers protective associations who have given this subject the closest study are urgent advocates of each shipper applying his own self-locking progressively numbered car seals immediately as the loading of each car is completed. If more than one day is consumed in the loading of a car, or if there are extended intervals of absence from the car while loading the car, the door should be closed and securely sealed or locked with padlock during such intervals. Where precautions of this nature are taken by shippers and consignees, the investigation of discrepancies or losses is greatly expedited and the chance of a fair and correct disposition of each case is much better than where neglect prevails.

Many shippers wonder why the carriers do not equip box cars with permanent in-

ner car door protection, such as will successfully avoid leakage of grain at the car doors and save the door posts and car floors from the serious damage resulting by nailing temporary material and boards to the posts, but that is explained by the fact that a large proportion of the articles shipped in box cars do not need the inner car door protection. The cost of equipping all box cars with permanent inner grain doors is quite a large item, particularly in view of the fact that the average box car in the territory west of the Mississippi river is in bulk grain service about twice a year. Another great difficulty has been to find a door that will fulfill the practical requirements. There have been several hundred patents granted to inventors of grain doors, a large number of which have been tried, but defects developed which either rendered them useless or the cost of installation was prohibitive. Despite such discouragements, however, several railroads are earnestly striving to find a permanent inner grain door that will be fool proof, lasting and which, above all, will provide the necessary protection against leakage of bulk grain and at the same time not prove an impediment to the loading or unloading of other freight.

It would be entirely out of the question for the carrier to provide special equipment for the transportation of bulk grain without materially increasing the freight revenues now derived from that commodity. As a matter of fact, the existing box car equipment is probably today in as good an average condition as it ever has been since the transportation of bulk grain begun, but the value of bulk grain has increased to such an extent as to now make it necessary to avoid leaky conditions by any reasonable and practical means.

Some shippers are furnishing burlap with which to cooper defects in box cars. A competent authority estimates that not to exceed seven yards would be required to cooper the average defective car.

It is not the intention of those in authority on railroads to tender leaky cars for bulk grain loading, but grain shippers must co-operate fully by drawing attention to the condition of cars tendered them. No car should be loaded which ordinary inspection would show would leak in transit if loaded with bulk grain.

Hon. Jack Love: I have listened to the paper on shortages and I want to tell you the Commission has considered the subject in all its phases. If the grain shipper entrusts his grain to a car he rightfully expects the full amount delivered at destination. He should not be expected to worry about car doors or coopeage. That is the carrier's duty.

The grain dealers and your officers are standing with the commission and it is trying to secure justice for the people.

The corporations have hired the newspapers to secure the amendment of our constitution so we sent out fifty thousand circulars at the expense of the state to the people explaining their purpose. If the voters of the state have any manhood they will turn down any proposition to curb the authority of the corporation commission.

Adjourned for automobile ride.

### Wednesday Morning Session.

Oklahoma City, Okla., May 25. [Special Telegram to the Grain Dealers Journal.]

The morning session was called to order by Pres. Hutchins, who appointed as a committee on resolutions D. J. Donahoe, J. H. Shaw and W. T. Brooking.

H. B. Dorsey, pres. of the Texas Grain Dealers' Ass'n extended a cordial invitation to all to attend the Ft. Worth meeting of that Ass'n and suggested the settlement of all differences between members of the ass'n. "Let disputes between members of different Ass'ns go to the Appeal Board."

Sec'y Bigelow of the Kansas City Board of Trade commended the influence of gatherings of grain dealers and the settlement of differences by arbitration. Many disputes would be avoided by the adoption of more exact methods.

D. J. Donahoe: The suggestions on arbitration of differences due to loose contracts are good, but I think our greatest deficiency is in commercial honor. I have here a telegram from a Texas dealer who is in the room offering to accept a car of corn, which will grade two in any market at 2½ cents discount. The market has declined that much. That grain is now way off where I cannot handle it. We should cut out these buyers who will not stand by their contracts.

A study of the problem shows the carrier to be liable to the buyer of grain on shipper's track.

Pres. Dorsey: When you have claims against our members arbitrate it. We insist they must be fair. At the last meeting of our arbitration committee four disputes between Texas and Oklahoma dealers were decided against our members, so you need not fear undue prejudice anyhow, you can take cases to the Appeals Board.

C. W. Lonsdale, pres. Kansas City Board of Trade: So many Kansas City dealers are here we could hold a market, but we are glad to be here.

J. G. Goodwin, Weighmaster, Kansas City Board of Trade: If you want to avoid shortages cooper well and seal your grain and weigh it correctly. We are watching for leaks and trying to help you.

Jesse Vandenberg: I have found many white, square dealers in Texas, but I want to tell you the business of the average grain dealer is utterly lacking in method. Now no other business of any magnitude tolerates so many ridiculous abuses. When you advance money to Mr. Farmer insist upon his signing a note and charge interest. Do business on business principles and it will not be necessary for the court to appoint a receiver.

U. F. Clemons: We all admit there are as many crooked grain dealers in Texas as in Oklahoma. When our associations expel dealers indulging in dishonest practices they will be more careful.

I believe shippers who sell "3 or better" are entitled to a premium for the two delivered.

Sec'y Prouty: The intent of the question was to change the practice, so as to have buyers bid for two, number three to apply same as in wheat.

Wm. Murphy: I believe sellers of "three or better corn" get a higher average price than if they sold "two, number three to apply."

J. C. Robb: Oklahoma corn contains five to eight per cent less moisture than Northern corn and buyers are more eager to buy it.

W. M. Randels: I think the millers' new scale of dockage is unjust and I would much rather return to the old one cent dock.

Geo. Sohlberg: I think that when the price of wheat is a dollar, I believe the dockage should be two cents a pound. When it gets to fifty cents one cent is enough.

R. H. Drennan: Often on the Kansas City Board of Trade when wheat is over a dollar you will see 58-pound No. 3 bring almost as much. I think the old scale of dockage was fair.

M. Erdurm: Millers have learned there is a greater loss in milling 58-lb. than in 59-lb. wheat. It is more than one cent a bushel, hence the millers are entitled to more.



C. V. Topping: Oklahoma millers are buying wheat on the scale of discounts adopted by the Wichita Board of Trade and the Kansas Millers Ass'n. I believe the buying of wheat on sample would abolish discounts and result in fairer prices for country run wheat.

J. C. Whaley: Last year we paid a premium of one cent for dry country wheat testing fifty-nine pounds and expect to do so again this year.

E. D. Bigelow: I believe wheat should be sold by sample. Two hard often varies seven to eight cents a bushel, the same day on our market (a voice: The difference was six cents yesterday). Let the miller pay for each load what it is worth to him.

Pres. Hutchins: The millers and grain dealers should get together and adopt a new scale of dockage for country run wheat.

Adjourned for dinner.

## Wednesday Afternoon Session.

Afternoon session was opened by the reading of minutes of the last annual meeting by Sec'y. Prouty. The secretary's report upon motion of J. E. Farrington was adopted.

### Secretary's Annual Report.

As we look back over the thirteen years since the organization of this Association and note the changes which have taken place, the much good which has been accomplished, the many wrongs which have been rectified, we feel that its organizers bided better than they knew. Many of the problems which confronted them then, such as the scoop-shovelers, so much dreaded by reputable dealers with money invested in elevators and mills, who at one time operated at almost every station, have almost been eliminated, and only once in a while does such a one crop out to cause a small flurry and then to sink away, put out of business by legitimate dealers. But we are not without our difficulties to-day and many of the questions which confront us now are of even greater moment than those of the past.

The question of paramount importance before us at this time is, How can we establish Oklahoma weights and grades? You are all aware that it is well nigh impossible to sell our grain on other than destination weights and grades, and to eliminate this feature, so unsatisfactory to us all, it will be necessary to make united efforts along this line. Possibly this could be best brot about by the erection of terminal elevators and the placing of at least one such is being most strongly agitated at this time. This is a matter which should command the consideration of every shipper in the State, inasmuch as we have no terminals where grain can be stopped and weighed other than private concerns. It would seem that our troubles are constantly increasing and we are in daily controversy over differences in weights and grades, and until we take advantage of the agitation now current along these lines we will continue to run in the same rut at the mercy of the consignee, honest or not as he may be. Pending action regarding the erection of such elevators, would it not be well to co-operate with the Kansas Ass'n in the placing of joint inspectors at the gate-ways of Texas? We believe that the combined efforts of the two ass'ns might bring about the results which we have been unable to accomplish alone.

We are unable to sell our grain on Oklahoma inspection and have used it heretofore only as a check, but at the present increased rate of inspection, from 35 cents to one dollar per car, which is in excess of any inspection fee at any terminal market or of any State having an inspection law, this works too great a hardship upon the shipper from the fact that this inspection is not taken as final. The dealers in general have protested and the matter has been taken up with the proper authorities without any degree of success as to the reduction of the present fee. We would recommend that the Ass'n take some stand upon this matter at this meeting.

A practice which merits the condemnation of the reputable dealers of the State is that of the free storage of grain in

country elevators. We have upon our statutes a law which fixes a penalty upon the storage of grain in elevators unless the owners thereof have procured from the District Clerk a public warehouse license and it also stipulates a certain capacity necessary to secure such license. In this unlicensed storage of grain in elevators of too small capacity to secure such license, the dealer, while he may not be technically violating the laws of the State, is taking unfair advantage of other dealers from the fact that when grain enters his elevators for free storage, it has virtually passed out of competition. To a large extent these tactics are only resorted to during that season of the year when the bulk of the grain has been moved. Many complaints have reached this office protesting against such practice.

**New Seed Wheat:** One of the most satisfactory agitations which the Ass'n has promoted during the past year is the question of new seed wheat. We found upon investigation that Northwestern Oklahoma was shipping pure Turkey wheat out of the State a large portion of which was going to Kansas City and grading No. 1. It was this grain which we recommended the dealers to secure and furnish to the farmers for their fall planting. This agitation very largely stopped the movement of this grain to foreign markets and it was consumed by the dealers throughout different parts of the State and distributed to the farmers for seeding purposes. There is no feature of the grain business which establishes closer relations between the shipper and the producer, and makes more possible the building up and maintaining of our former standard than this of pure seed wheat.

**Crop Reports:** From time to time during the year this office has gotten out crop reports, in which we have been hindered somewhat by delay or failure to respond to inquiries by the local dealers. We would urge the importance of these reports in that it makes possible for dealers and shippers to know more clearly the exact conditions existing in all portions of the State. If each dealer will take the trouble to furnish information as to the true conditions in his locality, it would assist us greatly in compiling these reports which we believe will be of great benefit to all.

**Arbitration:** Since the beginning of our fiscal year, May 1st, 1909, our Arbitration Board has been called together five different times and has taken up and disposed of twenty cases. Eight of these were appealed to the Tri-State Board and four of them reversed. We believe that the larger portion of our members fully appreciate the value of this department. The time has come when every trade union, every Board of Trade and state organization of worth has come to appreciate and take advantage of arbitration as a means of settling differences of whatever nature, and we feel that we should either enforce arbitration to the letter or abolish it entirely.

It is with a good deal of satisfaction we close our year's work which in many respects has been a trying one. We have lost some members, but have gained others so that our membership remains practically the same as last year. We feel that with the co-operation of all members in interesting dealers who are out of the Ass'n and urging them to become one of us, our members might be largely increased and the Ass'n strengthened materially.

A number of local meetings have been held and we hope to continue this feature during the coming year. We feel that these meetings are a most efficient means of bringing vital matters before local dealers and of furthering our interests both individual and as an Ass'n.

Let us start the new year with a determination to build up our Ass'n and to secure the membership of every reputable grain dealer in the State. With the co-operation of every one of you, this may be done.

R. H. Drennan's motion that the matter of state inspection and enormous fees be referred to a committee was adopted and Pres. Hutchins appointed as such committee J. Shaw, J. E. Farrington and D. C. Kolp.

Treas. Prouty made the following report, which was referred to an auditing committee:

### TREASURER'S REPORT.

From May 1st, 1909, to May 1st, 1910.  
Total receipts from all sources....\$3,524.00  
Expenditures:

Traveling expenses.....	\$ 480.49
Phones and telegrams.....	87.15
Postage .....	155.50
Printing and stationery.....	48.70
Office rent .....	184.50
Express .....	2.95
Furniture .....	5.15
Type-writer repairs .....	11.40
General expenses .....	15.10
Expense, last annual banquet....	256.22
Salary .....	1,500.00
Clerk hire .....	480.00
Balance on hand .....	296.84

\$3,524.00

Due Ass'n from members for dues..\$ 357.00

R. H. Drennan's motion that a nominating committee be appointed was carried and Jesse Vanderburg, R. H. Drennan and Major Moberly were appointed.

W. T. Brooking of the committee read the following resolutions on St. Louis rates and markets which were adopted.

### Want St. Louis Prices.

WHEREAS, The price of grain cannot be established by any one market unless compared with the same grade in competing markets; and

WHEREAS, The prices of grain at St. Louis are not printed daily in the Oklahoma newspapers, be it

RESOLVED: That the Oklahoma Grain Dealers Ass'n, through its Secretary, shall request the leading newspapers of Oklahoma to print a comparative market report of the principal grain markets tributary to Oklahoma, giving each market equal prominence. It is also

RESOLVED: That members of this Ass'n, individually, request the editors of the newspapers of Oklahoma to ask the Associated Press and other press associations for this information. It is further

RESOLVED: That a copy of this resolution be furnished to each of said newspapers, to the Associated Press, and other press associations serving Oklahoma papers.

### Want Rates to St. Louis Equalized.

WHEREAS, The State of Oklahoma is one of the great grain producing states; and

WHEREAS, In order that the producers of grain may receive the greatest benefit through competition of markets; and

WHEREAS, To derive a direct benefit from such competition it is necessary to reach the great grain markets where grain is accumulated for future sale; and

WHEREAS, St. Louis is one of the most important primary markets where grain may be sold upon consignment upon any business day in the year; and

WHEREAS, The great grain producing section of this state is tributary to St. Louis, and buyers and shippers of grain in this territory should receive the benefit of St. Louis competition; therefore, be it

RESOLVED. It is to the interest of the producer, shipper and carrier that rates to St. Louis, Mo., be harmonized with prevailing rates to other points and be made not to exceed rates to Memphis, Tenn. It is also

RESOLVED, That our membership employ all reasonable and legitimate means in securing the benefit of this competition. Be it also

RESOLVED, That a copy of this resolution be furnished to the chief traffic officers of the lines serving St. Louis, and to the Oklahoma Corporation Commission.

Major Moberly of the nominating committee reported for Pres. W. M. Randells, Enid; Vice-Pres., R. H. Drennan, Oklahoma City; Sec'y. and Treas., C. F. Prouty.

Directors, D. J. Donahue, Ponca City; J. E. Farrington, Chickasha; D. C. Kolp, Jr., Oklahoma City; Geo. A. Harbaugh, Alva; L. W. Lyons, Enid.

The report was accepted, the nominees were elected by acclamation and Pres. Randells was escorted to the chair.

J. E. Farrington, of the committee on state inspection fees, reported:

Whereas, The inspection fee of one dollar collected by the state is excessive, unjust and out of proportion to same service elsewhere;



Resolved, That we protest against said charge and request its reduction to fifty cents per car.

Pres. Randells appointed C. V. Topping, J. S. Hutchins and R. H. Drennan.

R. H. Drennan moved the appointment of a committee to confer with the millers on the adoption of a new scale of dockage for wheat.

Pres. Randells appointed R. H. Drennan, J. E. Farrington and H. W. Cole.

Upon motion of W. A. Hayes, the secretary's salary was increased twenty-five dollars per month.

Geo. Scholberg stated that several meetings had been held with a view to organizing a company to build a quarter million bushel elevator in Oklahoma City so that we could buy and sell grain on disinterested weights.

It has been suggested that outside shippers become stockholders.

R. H. Drennan outlined the work done toward promoting the elevator.

J. S. Hutchins: If we establish terminal elevators we will end our trouble with destination weights and grades. I think the point to build the elevator is right here.

G. M. Cassidy asked that those who favor the terminal elevator arise and every one did so.

Adjourned to visit the stock yards.

The annual banquet of the Oklahoma Grain Dealers and Millers served in the Fair Grounds pavilion promises to out-rank all its predecessors in attendance and enjoyable features. It is a fitting climax to the best meeting the association has ever held.

#### CONVENTION NOTES.

Texas sent twenty-five.

St. Louis sent E. Picker of Picker & Beardsley Com. Co., John L. Wright and Publicity Manager Bert Ball.

One of the best programs, the largest attendance and the most profitable meetings yet held by the association.

Kansas City's delegation included W. W. Simmons repta. Ernst-Davis Grn. Co., A. J. Mann, F. C. Hoose, W. M. Sloan of Grain Dealers Nat'l Fire Ins. Co.

The automobile ride ended at the fair grounds, where a Dutch lunch and a

merry-go-round ride, with boxing and wrestling matches to entertain the dealers.

Souvenirs: J. A. Horn, Distributed leather bill binders; Wm. Murphy, a silver watch fob; W. O. Goffe, pocket memorandum books; Allen Logan, turtle paper weights.

The Arbitration Comite worked hard all Monday afternoon. In the case of Brooking Grain Co., vs. the Garfield County Milling Co., it decided in favor of the plaintiff and Art Stephenson left town.

Among Monday's arrivals were J. S. Hutchins, Ponca City; G. M. Cassidy, Tonkawa; D. B. Cottrell, Newkirk; U. F. Clemons, Marshall; W. A. Hayes, Blackwell; Geo. Ingram, Salt Fork; A. Meyer of the Fulton Bag Co., W. M. Randels, Enid; A. E. and W. B. Stephenson and J. H. Shaw, Enid, A. Settergreen, Lamont, R. W. Wirt, Enid, and E. B. Wolfe, Commanche, Okla., also E. R. Kolp and R. M. Kelso of Ft. Worth, Tex.

#### Crop Report.

Seventy reports from Oklahoma grain dealers on wheat indicate an increase of 108 per cent as compared with last year; condition 73; 96,000 bushels in store at 44 stations and one per cent in farmers' hands at sixty-nine stations.

One hundred and six reports on corn indicate an acreage of 74; condition 80; 318,700 bushels in store at seventy-eight stations and nine per cent in farmers' hands at fifty-three stations.

Eighty-two reports on oats indicate acreage 102; condition 66; 75,000 bushels at forty-five stations and two per cent in farmers' hands at sixty stations.

Forty reports on alfalfa indicate acreage 119; condition 63.

The House judiciary committee on May 10 voted to report to the House the resolution offered by Representative Craig of Alabama asking the attorney general if any investigation or prosecution was ever begun against any persons for illegally conspiring to advance the price of wheat in May and July, 1909. This resolution is directed at the Patten bull pool.

#### Lines Grain Cars with Burlap

The tracing, proving and collecting for shortages in grain shipments have naturally brot about an earnest desire on the part of grain carriers and shippers to reduce the number of shortages, minimize their losses and increase their earnings.

With this idea in view the St. Louis and San Francisco R. R. Co. has been conducting a number of experiments. E. D. Levy, Supt. of Transportation, informs us that the company is experimenting at different points on its line by nailing burlap over parts of cars most frequently credited with leaking, before they are furnished for grain loading.

Experience in nearly every terminal market has disclosed the fact that more cars leak at the kingbolt and about the doors than any other part; therefore, the Frisco is covering the kingbolts and the draft timber bolts with heavy burlap, as is shown in Figure 1, given herewith.

Each grain door is well protected, two strips of burlap, each 40 inches wide, being used. When applying the lower strip, about 12 inches of it are allowed to lay on the floor of the car at the bottom of the grain door, the purpose being to prevent grain leaking under the door. When the grain is spouted into the car it falls onto this burlap and presses it in about the door and holds it in place, so that it is next to impossible for grain to leak out.

Figure No. 2 shows a car door covered with burlap extending about 7 inches each side of door, so as to prevent any grain leaking out so long as the door is firm enough in its position to hold up the burlap. The ends of the burlap are nailed to the lining of the car and held there by a narrow strip of wood, as shown in the engraving. Where cars are so protected it is next to impossible for any grain to leak out at the protected points.

The results of experiments so far have proved to the satisfaction of the railroad company that shortages are due, not so much to leakage, as to differences between the weights of elevators at initial and destination points. Each car so protected is watched carefully and a complete record kept of it thruout the trip, so as to ascertain beyond question the value of the burlap as a preventive of leakage. So far, few cars so protected have arrived at destination leaking, and in no case has the leak occurred at the point where burlap was placed.

Eventually the Frisco hopes to supply cars so protected to all shippers, in the hope of promoting its own interests and fostering the trade of its shippers. It is, indeed, gratifying to note that the railroads are finally getting down to a practical working basis in the matter of grain shortages, and no doubt effective remedies will soon be devised which will make grain shipping pleasanter and more profitable for every one in the trade.

Louis W. Foster, Ed Heil, Walter Campbell, J. M. Scott and Arthur W. Baldwin, the five members of the O'Dell Brokerage company who were sentenced to five months in jail and fines of \$200 each on charges of using the mails for bucket-shop operations, surrendered to United States Marshal Eugene Lewis at Cincinnati, May 25. They were taken to the county jails in Dayton and Troy, O. Unless they pay their fines and the costs of prosecution they must stay in jail a month longer.

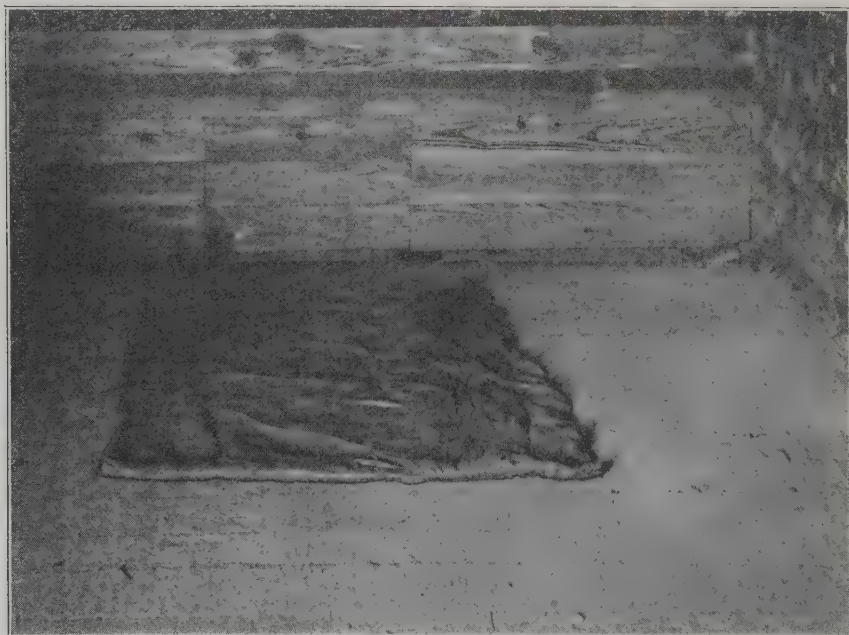


Fig. 1. Burlap Covering Draft Timber Bolts.



## Cobs

I could not get along without the Grain Dealers Journal.—C. C. Olson, Denton, Neb.

Dr. Sambon, a member of the field committee which has been investigating pelagra, has reported from Rome that the committee has proved a species of biting gnat, "simulium reptans," is the cause of the disease instead of maize.

Astrologers who pretend to forecast the wheat markets are disgusted with the comet. The appearance of this astonishing celestial phenomenon has failed to create any unwonted stir in the markets, which are neither high nor low at present, and a few dupes of these charlatans are beginning to question the alleged influence of the planets upon the course of prices.

Delivery day does not mean the providing of an immense sum of money to pay for the commodity delivered. After delivery day has come and gone it is sometimes discovered that the warehouse certificates are held by the very same set of bankers who have held the collateral for months. When a customer elects to take delivery the commission merchant who enjoys good credit finds delivery day no bugaboo.

Did the 3-cent drop in wheat a few minutes after the May 10 government report came over the wire persuade the Department of Agriculture that its monthly figures should hereafter be given out only after the close of the market? Evidently Tama James does not care to be credited with bearing the market, for he has announced that the June 8 report will be held until 1:30 p. m., Chicago time.

## Observations.

BY TRAVELER.

OPEN CONVEYORS leading to the sheller, and easily accessible for sorting purposes, have proven very advantageous to the dealer who was compelled to handle soft and musty corn. The dealer who expects his corn to grade must sort out the musty ears. It can not be done at the dump nor in the sink, consequently the open conveyor is the only remedy. Many dealers have this equipment, but so installed as to be devoid of light, compelling the inspector to carry a kerosene lantern. Invariably the trouble could have been remedied by placing the sheller on the working floor instead of placing it in a dungeon next to the sink.

OLD NEWSPAPERS have been found by many to be a good substitute for car liners. Many dealers use them altogether. Besides being very strong they are quite inexpensive.

HARMONY among local dealers is a condition worthy of favorable comment. Continual bucking and over-bidding between dealers not only causes hard feelings and invites financial risks, but invariably cuts the margins. No one is in the grain business for his health, (with apologies to those less fortunate), consequently no dealer can afford to over-bid his competitor and minimize his own margin. Get together. It is not necessary to form a combine or violate the anti-trust law; simply agree on what is a fair margin and refuse to handle grain for less, even tho others do so.

I find many good items in the Grain Dealers Journal.—J. A. Armour, Bentley, Kan.

## Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### KEEP SHRINKAGE DEDUCTION OUT OF TARIFFS.

*Grain Dealers Journal:* So long as the railroad companies confined their efforts toward the settlement of claims with a deduction of  $\frac{1}{4}$  to  $\frac{1}{2}$  of 1 per cent, to demands upon individual shippers, it did not affect the majority; but when, as now, they endeavor to read this unjust rule into their tariffs by having them approved by the Interstate Commerce Commission it is a different matter and we would like to see the secretaries of the different trade organizations get busy and see that such insidious rules are not permitted to appear in future tariff issues.

We wrote the Interstate Commerce Commission Apr. 21 as follows:

We have several claims returned to us by railroad companies covering shortages in transit, demanding that we make a reduction of  $\frac{1}{4}$  of 1% for so called natural shrinkage on wheat and  $\frac{1}{4}$  of 1% on corn. The railroad companies refer us to Southwestern Tariff No. 32 and 39 I, which provide for this arbitrary shrinkage; but we have not conceded the right of a railroad company to limit their liability for a loss in either their tariffs or their Bs/L unless there is a specific consideration. The railroad companies take the position that the insertion of this rule in the tariff makes it quasi-legal because it has the approval of the Interstate Commerce Commission. A great many people may be hoodwinked into believing this, but with our knowledge of the collection of claims gained by considerable experience in the courts, we do not believe that this position will be upheld by a trial in a court of competent jurisdiction.

We believe the Commission should withhold its approval of such rules when they appear in a tariff of rates and not permit the publishing of a tariff until the objectionable rule is eliminated.

In reply the Commission referred us to its correspondence on this subject with W. S. Washer, pres. of the Atchison, Board of Trade, (published in the Grain Dealers Journal Feb. 25, page 257) to the effect that

As the practice is not a matter of rates, we see no reasons, as at present advised, why the amount of the weight deductions made by the defendant carriers should be published in their tariffs.

In the case presented it appears that the regulation in no way affects the assessment of freight charges and, following the principle in the case referred to, the question is not one for this Commission. Furthermore, the rules in question applies only to claims for loss of grain in transit over which class of claims this Commission does not assume jurisdiction.

Considering all the circumstances of this case, the Commission could neither sanction nor condemn the rule.

Commissioner Cockrell further called our attention to the portion of the opinion bearing on the incorporation of similar provisions in the tariffs of carriers, stating that he had quoted this portion of the opinion to negative the alleged action of carriers in claiming that the Commission compelled them to adhere to such provisions because of their appearance in the tariffs.—E. R. & D. C. Kolp, Ft. Worth, Tex.

The Buenos Aires trade will have a week's holiday from May 22 to 29, inclusive, for the centenary celebration.

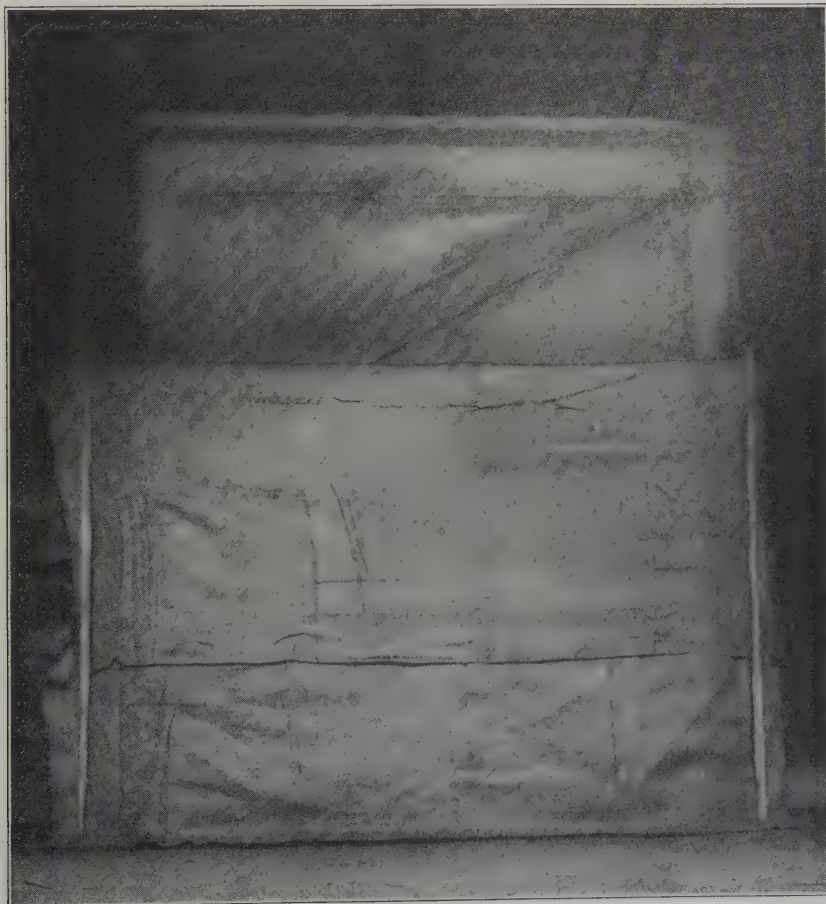


Fig. 2. A Car Door Covered with Burlap.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### IS IT CUSTOMARY TO CANCEL POLICIES ON ELEVATORS FOR SALE?

*Grain Dealers Journal:* Is it the custom of mutual elevator insurance companies to cancel policies on elevators offered for sale when the insurance company is aware of the fact before transfer is made?—Grain Buyer.

### BARREL SAMPLER WANTED.

*Grain Dealers Journal:* We want an inspector's grain sampler or tester. Can any reader of the Journal inform us where such a device can be obtained or refer us to those who make them? We want to be able to take a sample from ground materials in barrels. The sampler should be stuck closed into the barrel and then opened for filling, then closed before being drawn out.—R. B. Chillias, Jr., Cleveland, O.

### COURT DECISION ON NATURAL SHRINKAGE DEDUCTION?

*Grain Dealers Journal:* Has there been a decision of the supreme courts referring to the arbitrary deduction by the railroad companies of  $\frac{1}{2}$  of 1 per cent for alleged natural shrinkage when making settlements of shortage claims?—Star Mill & Elevator Co., Amarillo, Tex.

*Ans.:* No decision of the supreme courts has been made on this question, but Interstate Commerce Commissioner F. M. Cockrell on Jan. 3 wrote W. S. Washer, pres. of the Atchison Board of Trade, that the Commission can neither sanction nor condemn this deduction, as it is not a question of rates and need not be published in carriers' tariffs. The publication of the rule for natural shrinkage in carriers' tariffs does not have the effect of making such deduction legal, says Commissioner Cockrell.

### SHOULD RESPONSIBLE SHIPPERS DRAW FOR FULL VALUE?

*Grain Dealers Journal:* The recent failure of a company of track buyers brot to light loose practices both by receivers at terminals and by country shippers. 1st, shipping grain without attaching draft to B/L., a practice no buyer shud expect nor any shipper follow in the usual course of business.

2d, leaving a margin over amount of draft attached to B/L. on each of several shipments. It is a question whether a responsible shipper shud be called upon to leave any margin. Is he not just as good as the buyer? Reference is made to well established shippers owning elevators, etc., not to transient "scoopers."

Granting for the moment that the responsible shipper shud leave a margin to cover possible misgrades or difference in weights, he certainly shud not be expected to leave such a margin on each of several cars sold, on some of which he may not

get the outturn or a balance check for several weeks.

This calls to mind the practice of some receivers of not reporting grading or outturn of any cars till all are received, or beyond shippers' recall, which seems unfair, to say the least. What think other shippers of these practices? A. E. Lawrence, Decatur, Mich.

### TO WATERPROOF CEMENT.

*Grain Dealers Journal:* A great many dealers have had trouble with water flowing thru leaks in basements and pits in their elevators, and even cement, which is supposed to keep out the water has failed.

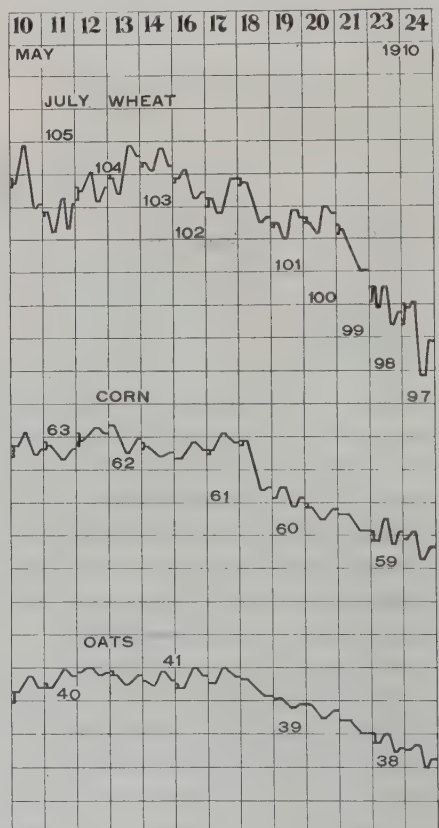
Cement floors and elevator pits can be made impervious to water, I am informed, by the use of equal parts of hydrated lime and cement, in the construction of the concrete foundation.—C. O. P.

The Mexican government has resumed the import duty upon wheat. When the Mexican crop is short, as it has been for the past two years, the legislature suspends import duties; and the crop being good this year, the tax has been resumed.

Owing to the recent advance in the price of corn the Corn Products Refining Co. has announced an advance of 10c per cwt. in starch and glucose products. The company reports that business is good and that it is grinding about 90,000 bus. of corn a day. The Argo plant is grinding 15,000 bus. a day.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 2 weeks prior to May 24 are given on the chart herewith:



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### ILLINOIS.

Frankfort, Ill., May 13.—Farmers are busy planting. Only oats and corn are grown around here. Oats look fair and corn is good.—H. F. Stellwagen.

Stonington, Ill., May 12.—A little wet for corn planting. Oats doing extra well; wheat reported the same in some places but in others the fly is working.—A. W. Walls.

North Ritchie sta., Wilmington p. o., Ill., May 14.—Oats crop damaged 25% by heavy freezes the first of the month. Wheat prospect is 90% of last year's crop. Corn planting 2/3 done in this vicinity.—Bruns & Stahl.

Cairo, Ill., May 12.—A reliable farmer from Sikeston, Mo., was in my office this morning and said the fly is knocking out wheat in that vicinity, altho a week ago it looked good; the same from Charleston Mo.—Samuel Hastings.

Stonington, Ill., May 18.—Weather ideal for corn planting. Oats in fine condition. Considerable of last year's corn is yet in farmers' hands; I think at least  $\frac{1}{4}$  of it will be held for later markets.—A. W. Walls, mgr. Stonington Farmers Grain Co.

Manlius, Ill., May 18.—Oats look first class. Some corn coming up all right while some farmers who planted early are replanting; not all have planted their corn. About 95% of the seed corn is sprouting all right.—Chas. Barber, mgr. Manlius Grain & Coal Co.

Cairo, Ill., May 12.—In 60 letters from farmers most of them report more or less fly in the wheat. The yield will be about the same as last year on a larger acreage, as there are many bare spots. Since the recent cold weather farmers report wheat going backward.—F. Barter, H. L. Halliday Mfg. Co.

Springfield, Ill., May 13.—In northern Illinois the acreage of winter wheat destroyed is estimated at 6%, in central Illinois 11% and in the southern part of the state 10%. Condition of the growing crop May 1 was 87% of normal. In northern Illinois it is 93%, central 81% and southern 86%. Considerable wheat is reported as having a thin stand, the hot dry weather in March was not favorable for its growth. Hessian fly is reported from Moultrie, Schuyler, Scott, Clay, Clinton, Gallatin, Jackson, Massac, Monroe, Perry, Randolph and St. Clair counties. Chinch bugs are reported from Clinton, Marion, Randolph, St. Clair and Washington counties. Rust is reported from Gallatin and Pope counties. A slight increase is reported in the acreage sown to spring wheat in northern Illinois and its condition May 1 was 97% of normal. Very little wheat is reported from central and southern Illinois.—J. K. Dickerson, sec'y state Bd. of Agri.

### IOWA.

Callender, Ia., May 17.—The rain last night was much needed for oats which are thin on account of dry, cold weather. Corn is about all planted in this county.—A. T. Montgomery.

Williamsburg, Ia., May 17.—Corn all planted except sod. Some farmers replanting on account of poor seed; think about 35% of acreage will have to be replanted.—W. F. Harris.

Winfield, Ia., May 17.—Farmers are replanting corn. Oats looking fine, acreage average. Some will plant millet and buckwheat because of inability to get seed corn. Farmers hold 50% of old corn and 15% of oats.—Eugene Van Dyke of H. W. Van Dyke & Son.

Lamoni, Ia., May 17.—About 75% of the corn has been planted here, but it is rotting so badly on account of the cold, wet weather that much of it will have to be planted over again. Oats look fair; tho now too cold for them a few days of warm weather will make a great change.—Iowa-Missouri Grain Co.

Des Moines, Ia., May 10.—Percentage of the original acreage sown to winter wheat and abandoned is 4 in the north section of the state, 12 in the central and 14 in the southern section. Growth condition on the remaining acreage compared with normal



is 90% in the north, 86% in central and 79% in the southern section of Iowa. The total crop production of wheat compared with that of last year is 103% in the north and central sections and 79% in the south. Acreage of corn planted compared with that of last year is 106% in the north, 102% in central and 161% in the south. Percentage of corn planted May 1 was 5 in the north, 8 in central and 12 in the south. The sowing of oats was entirely completed in April; acreage compared with that of last year is 102% in the north and south sections and 101% in the central. Damage to spring wheat by freezing and high winds is 5% in the north and central sections and 12% in the south; to oats 12% in the north, 8% in the central and 20% in the south; to barley 15% in the north, 10% in the central and 7% in the south section. Percentage of last crop of wheat in farmers' hands is 9 in the north and south sections and 7 in the central; of corn 30% in the north, 37% in the central and 34% in the south; of oats 20% in the north and central sections and 18% in the south. Country eltr. stocks of wheat in general compared with last year is 95% in the north, 76% in the central and 61% in the south; of corn 75% in the north, 65% in central and 38% in south; of oats 102% in the north, 78% in central and 53% in the south.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

## KANSAS.

Bentley, Kan., May 17.—We have had good rains.—J. A. Armour.

Colby, Kan., May 17.—Plenty of moisture and cool weather have worked wonders during the last 15 days and everything promises a bumper crop.—R. C. Maynes, Maynes Bros.

Nashville, Kan., May 19.—Crops look good with us and we expect a fair yield of good quality. Tho some of it was hurt by the hard freezes we think we will have as much wheat as last year. Corn has not done very well as the weather has been too cold for it, some was replanted. Corn and oats both need warm weather. Oats are doing fine and we have a larger acreage out than usual. Most all the old wheat out of farmers' hands and no corn being sold. Feed very hard to find here as farmers are buying baled hay, oats and corn on which to do their spring work.—R. C. Moore, mgr. Farmers Eltr. Co.

## KENTUCKY.

Louisville, Ky., May 13.—Wheat is very flourishing in the central part of Kentucky, don't think it ever looked better. I notice an occasional shoot heading out.—L. A. Hewett, Bingham-Hewett Grain Co.

## MICHIGAN.

Washington, Mich., May 19.—Oats went into the ground early and now look fine. Rye fair. Wheat damaged by ice; about 65% to 70% of a normal crop.—C. L. Randall Co.

## MINNESOTA.

Mountain Lake, Minn., May 18.—After a long dry spell a good rain put crops in good condition and prospects could hardly be better at this time of the year.—R. J. Kintzi, mgr. Mt. Lake Farmers Eltr. Co.

Davidson sta., Fisher p. o., Minn., May 12.—Crops look fine for this time of the year and aside from some oats and barley they did not suffer from the late blizzard in April.—Wm. J. Porter, agt. Federal Eltr. Co.

Minneapolis, Minn., May 14.—It is plain that much damage has been done to oats in some districts by the heavy frosts, and in some sections durum wheat has made a bad start because of poor seed; but our small grain seeding was done so much earlier than usual that it has been possible for farmers to discover the thin fields of oats and durum and reseed. Some flax seeding is yet to be done. In North Dakota considerable barley will be sown in the next two or three weeks, where this crop is intended to help destroy weeds. Later some fields of oats and barley, that have not been reseeded, may show a thin stand. Aside from this we think the entire small grain crop of Minnesota and the two Dakotas is in excellent shape. We have had very little rain since seeding began, but the two falls of snow were probably more valuable than rain. The hard frosts this spring have killed many weeds that were given a good start by the warm weather. Wheat was not injured by these frosts but sent its roots deeper and is now prepared to make splendid growth as soon as we have warmer weather and rains. We believe the prospect very good for large crops of wheat and flax and for average crops of barley and oats.—The Van Dusen-Harrington Co.

## NEBRASKA.

Roseland, Neb., May 10.—We have had a fine rain here. Wheat looks fine; some spotted; 12% left on farmers hands.—M. J. Stoetzel, mgr. Roseland Grain & Supply Co.

## NORTH DAKOTA.

Mandan, N. D., May 20.—Corn planting and seeding is all done, and some of the early grain that was damaged by the late frost had to be reseeded. Grain looks good in general, but dry and yellow here and there in low places. A larger acreage of wheat was sown this year than last, oats about the same acreage, and flax about 50%.—W. F. Benz, agt. Osborne-McMillan Eltr. Co.

## OHIO.

Columbus, O., May 17.—The crop outlook is good; wheat is very good; oats a little retarded but sound; corn is mostly all planted.—James P. McAllister.

## OKLAHOMA.

Lahoma, Okla., May 19.—Wheat and oats will make a good crop and corn is coming nicely, owing to the fact that we had a good rain this week.—C. E. Ramsey.

Shawnee, Okla., May 16.—We have had a fine rain here for the past few days, which will help the second crop of alfalfa, and the growing corn.—Rorer Mill & Eltr. Co.

Hennessey, Okla., May 13.—Wheat will be light, and there will be but little to ship; and there will be but few oats, as the dry weather has about ruined them, but there will probably be some corn.—R. H. Grimes.

## SOUTH DAKOTA.

Mahon, S. D., May 16.—Rain here to-day; will be a great help to the grain.—Louis G. Becker.

Nahon, S. D., May 11.—Crop conditions in this vicinity are very favorable. The cold backward spring injured the wheat but little; not more than 10%; oats and barley damaged 25%. The rain of last week moistened the surface of the soil, but below it is quite dry. Security Eltr. Co., Louis G. Becker, agt.

## TEXAS.

Weatherford, Tex., May 14.—We have had a good 12 hour rain today, and this will make good wheat and oats.—Hartnett & Bradfish.

Belton, Tex., May 20.—We shipped first car of new hay from here May 18; some oats have been cut; none have been thrashed yet; acreage of oats larger than last season; quality, better; recent rains were very beneficial to all growing crops.—E. R. Everett, Everett Grain Co.

## Oklahoma City Board of Trade.

The Oklahoma City Board of Trade, altho organized only last August, already has a full membership, the number being limited to fifty by the constitution adopted at the time of organization.

Oklahoma's metropolis has not yet this number of grain dealers, but old established firms are fast moving their headquarters to the city and many out-of-town millers and dealers are members.

The prime purpose of the organization was to secure prompter market advices than the individual members had succeeded in getting thru the CND service. The board has a room fitted up at 411 Empire building, where a wire leased from the Postal Company brings continuous market quotations, and this is made the headquarters by all local dealers as well as by their out-of-town grain friends.

As state laws prohibit trading in futures on the board, it is not attempted, but notwithstanding this proscription every member is well pleased with the results and glad that they did not postpone the organization longer.

The memberships are already commanding a premium, because the benefits have greatly exceeded the expectations of the promoters. The grain business has not been as active as usual since the organization of the board, because of short crops, and this has given the members more time to congregate and confer regarding trade matters to their own benefit. Now, that they have cultivated the habit, they will not change even tho rushed with business.

At the annual meeting held the first of the year, R. H. Drennan was elected president, D. C. Kolp, vice-pres., and Major Moberly, sec'y and treas. The directors selected at that time are C. V. Topping, P. J. Mullen and J. B. Norton.

At the annual meeting the members discussed a proposition to erect a public handling elevator for transferring and storing grain for all comers. The project was enthusiastically supported and from

## Officers and Directors of Oklahoma City Board of Trade.



R. H. Conyers, Substitute  
for P. J. Mullen.

J. B. Norton.

C. V. Topping.

Vice Pres. D. C. Kolp. Pres. R. H. Drennan. Sec'y Major Moberly.



present indications the plant will soon be erected.

Oklahoma City each year is becoming more and more of a distributing point where grain is collected, cleaned, mixed and packed to suit the needs or whims of outside customers. The present prospect for a large crop is full of encouraging promise for the new board of trade and the city's grain trade.

The board of trade will also give the dealers and millers a central organization thru which to work when striving to secure the annual meetings of the state grain dealers and millers associations, and being energetic and progressive they will capture everything they go after as well as make their city the grain center of the state.

### Milling in Transit Ruling by Interstate Commission.

Complaints by numerous shippers that their competitors at transit points were evading payment of published rates led the Interstate Commerce Commission to initiate an inquiry on its own motion the first result of which was a brief ruling on June 25, 1908, that substitution was unlawful.

No attention was paid to this vague declaration and a year later the Commission issued conference ruling 76-A, which plainly forbade the manipulation of billing, and aroused protest from shippers who had taken advantage of these opportunities for so many years that they had come to consider substitution a matter of right.

Thereupon the Commission found it advisable to conduct a thoro inquiry. Hearings were held at Washington, Chicago, Montgomery, Ala., Memphis, Tenn., and Boston, Mass., and the evidence taken is remarkably full and representative of all interests. After quoting ruling 76-A the Interstate Commerce Commission on May 3 made its final ruling as follows:

"76-A. Substituting Tonnage at Transit Point (adopted June 29, 1909).—A milling, storage, or cleaning-in-transit privilege cannot be justified on any theory except that the identical commodity or its exact equivalent, or its product, is finally forwarded from the transit point under the application of the through rate from original point of shipment. It is, therefore, not permissible at transit point to forward on transit rate commodity that did not move into transit point on transit rate, or to substitute a commodity originating in one territory for the same or like commodity moving into transit point from another territory, or to make any substitution that would impair the integrity of the through rate. It is not practicable to require that the identity of each carload of grain, lumber, salt, etc., be preserved, but, in the opinion of the Commission, it is not possible to lawfully substitute at the transit point any commodity of a different kind from that which has moved into such transit point under a transit rate or rule. This is to say, oats or the products of oats may not be substituted for corn, corn or the products of corn for wheat, nor wheat or the products of wheat for barley, nor may shingles be substituted for lumber, or lumber for shingles, nor may rock salt be substituted for fine salt, nor fine salt for rock salt; likewise oak lumber may not be substituted for maple lumber, nor pine lumber for either oak or maple, nor may hard wheat, soft wheat or spring wheat be substituted either for the other. These illustrations are given not as covering the entire field of possible abuses, but as indicating the view which the Commission will take of such abuses as they arise.

"To the end that abuses now existing at transit points may be eliminated, carriers will be expected to conform their transit rules and their billing to the suggestions of this rule. In the event of the failure of any carrier so to do, reduction of legal rates caused by transit abuses will be regarded as voluntary concessions from legal rates."

The testimony has shown that published rates upon grain are defeated by substi-

tutions at every grain market enjoying transit privileges, with the possible exception of the New England markets re-shipping into New England territory.

**Substitution of One Commodity for Another.**—The most apparent abuse shown by the inquiry is the substitution of one commodity for another. At Chicago, for instance, it was found that oats had been forwarded as a continuation of the thru transportation of shipments of barley. It is evident that any reduction of the rates obtained by such a practice is in violation of the act to regulate commerce. Similarly, instances of substitution of corn for oats, of wheat for barley, etc., have been found. In such cases the substitution is so evidently that of one commodity for another commodity that no difference of opinion as to the propriety of the practice can be said to exist.

By investigating various shipments thru Chicago it was found that shipments of red winter wheat moving from Chicago to points in southeastern territory enjoyed transit privileges based upon shipments of hard winter wheat into Chicago from Kansas City, Mo. The testimony shows that no red winter wheat could be secured at the points in Kansas shown by the Kansas City billing as the origin of the shipments of hard winter wheat. It was also shown that a very large proportion of the red winter wheat reaching Chicago market comes from points south and southeast of the city of Chicago, not enjoying thru rates to southeastern territory. It was evident, therefore (and this was admitted by a member of the very firm which made this substitution of soft wheat for hard wheat), that by the manipulation the rate of the railroad operating from Kansas City to Chicago had been defeated 3½ cents per 100 pounds, while the rate of the road operating from Chicago to the Ohio river had been defeated 2½ cents per 100 pounds, both reductions being from the rates published and legally applicable to the shipments actually made. Moreover, it appeared from the testimony that the completion of the substitution was made by sending forward the hard wheat from Kansas upon the railroad billing of the soft wheat arriving from Illinois, thus defeating the thru rate from Chicago to the Atlantic coast on this wheat by one-half cent per 100 pounds. Here, therefore, is a reduction of 6½ cents per 100 pounds from the legal rates gained by device through the failure to show upon the railroad billing the fact that different kinds of wheat are really separate commodities, distinguished as markedly one from the other in the market as oats from corn or barley from wheat.

The Commission has in its possession the billing and inspection records of no less than 30 carload shipments of wheat as to which this device was used. It also conclusively appears from the record that precisely the same manipulation is possible at Chicago upon shipments of corn as is above outlined for shipments of wheat. The market for yellow corn is largely in New England territory, while the market for white corn is largely in southeastern territory. Yellow corn is largely produced at points west of Chicago, which enjoy the joint rates to the southeast, but which do not enjoy joint rates to New England territory. A large part of the white corn reaching the Chicago market is produced at points south and southeast of the city, enjoying joint rates to New England territory and not to southeastern territory, the rate situation being identical with that applying to wheat above described. By substituting yellow for white corn, therefore, at Chicago, the Chicago dealer is enabled to defeat rates several cents per 100 lbs.

Enough has been said to show that transit rules and regulations and railroad billings which do not distinguish between such different commodities as hard wheat and soft wheat, or as yellow corn and white corn, or as oak lumber and maple lumber, or as rock salt and fine salt, leave wide open the opportunities for practices which defeat rates, violate the act and injure honest shippers.

**Transit tariffs governing the shelling of corn in transit** at various western points provide that for each 100 lbs. of ear corn inbound there may be sent forward as the continuation of the transportation 70 lbs. of shelled corn and 30 lbs. of cobs and husks. Any excess of shipments outbound above this proportion must pay the local rate from the transit point. When properly adjusted to the actual conditions, such tariffs represent the obviously correct principle that transit can cover only the identical commodity or its product.

The Commission has before it tariffs governing the shelling of corn in transit at some western points, which provide that a tonnage of shelled corn equal to the

weight of the ear corn received inbound may be forwarded at the balance of the thru rate from the transit point. Such a tariff is a direct invitation to the shipper at the transit point to evade the rate by buying corn locally or from non-transit points and putting in the product of its shelling to replace the weight of the cobs in the shipment actually entitled to the transit.

Tariffs providing milling-in-transit privileges for the various grains are generally defective in this respect: In addition to failing to take account of the invisible loss in weight caused by drying, cleaning and milling, these tariffs allow outbound shipments of any one product to be forwarded at a weight equal to the entire weight of the grain received; that is to say, the shipment of a carload of flour may be based pound for pound upon the transit of a carload of wheat. It is evident that flour should not be forwarded as the transit of that portion of the grain which is made into bran, shorts or other product other than flour. So far as this is allowed millers having a non-transit market for the shorts and bran produced from transit wheat, forward the flour product of non-transit wheat upon transit billing to the extent of the weight of the shorts and bran produced from transit wheat.

**Allowance for Loss in Weight.**—This necessity for making an allowance for the loss of weight of the commodity in transit during the process of milling or cleaning or drying or storage runs thruout the entire transit problem. The testimony shows, for instance, that barley will lose from 25 to 35 per cent of its weight in the process of malting, yet the malting-in-transit tariffs invariably provide that as many pounds of malt may be sent forward from the transit point at the balance of the thru rate as there are pounds of barley received on the transit rate. The testimony from flour millers shows that the invisible loss in milling is comparatively small, amounting to from 1 to 2 per cent. The loss of weight in corn in the process of drying runs as high as 10 or 15 per cent, but will average 5 per cent.

**Blending Wheats.**—At most mills also a considerable quantity is received from non-transit sources, some from farmers' wagons and some from near-by railroad points. All the wheat from the various sources must be blended to produce a single barrel of flour. No single carload of wheat is available for use until it has been tempered by wheat of a different quality from some other territory. The result is that the identity of the inbound shipment is absolutely lost in the process of milling. Any given lot of flour represents the average of all the wheat received rather than any single lot. Millers, however, without exception, use for outbound shipments the billing in hand which will give them the best results; that is to say, although the identity of the commodities is absolutely lost in the mill, the identity of the billing is absolutely preserved, and shipments of flour which are an average of all the shipments of wheat received go forward as coming entirely from that point which offers the lowest balance of a through rate to final destination. It also results from this practice that flour compounded of all the shipments received at the mill and delivered locally or to non-transit points is entirely charged against the local or non-transit supply, although it could not possibly be made from such supply. It is evident that if shipments out are average shipments, corresponding billing should be canceled for the same. It is also evident that in so far as consignments of flour are delivered to the local market made from grain received from transit points, billing from such transit points should be canceled.

If, however, local supply and local disposition are kept separate from transit supply and product, or if billing is properly canceled for all local disposition, and if proper and frequent check is made of grain and product and billing on hand, and billing in excess of grain and product on hand is canceled, the oldest billing being selected for that purpose, it does not necessarily follow that unlawful substitution is accomplished by the blending of the grain for milling.

**Mixed Carloads.**—The practice of sending forward from transit points mixed carloads of various commodities as transit of solid carloads of such commodities is closely allied in nature with the above described practice of flour millers. The mixed-carload practice finds its most important use with grain shippers of the New England territory. These shippers receive at their warehouses solid cars of the various grains for distribution to retail dealers in the smaller New England communities. It is obvious that such retail dealers cannot carry in stock a full carload of each sort of



grain or feed. The jobbers therefore make up carloads containing a representative assortment of various grains and grain products to go forward upon the transit rate. These mixed cars may contain half a dozen sorts of grain and a dozen sorts of flour and feed. The practice is to base the transit upon a solid car of one kind of grain.

If there is no local supply at the transit point and billing is canceled for all tonnage disposed of locally, and the tonnage and the billing on hand are checked at reasonably frequent intervals and billing in excess of tonnage on hand is canceled, selecting for such cancellation the oldest billing, it would not seem that any unlawful feature is necessarily involved in this situation.

In other sections of the country than New England, however, and as applied to other commodities than grain and grain products, both in New England and elsewhere, it is certain that abuses of published rates occur in this mixed-car practice. As in the case of the millers blending wheat from different territory, some received on transit rates and some received on non-transit rates, it is evident that the shipments, either to transit or to non-transit points, represent an average of the various shipments received, and that corresponding billing should be canceled rather than that the entire mixed carload be charged against a solid carload from which it could not possibly have been produced.

The mixed-feed industry appears to be a growing one, especially at transit points. The maker of mixed feed mills together a number of grains and sometimes cottonseed meal and molasses, producing what is practically a new commodity from various substances, some received upon transit rates and others secured either locally or upon non-transit rates. The present practice at many points is to forward cars of the mixture thus produced upon the transit of solid cars of grain. We are convinced that great abuses exist in shipments of this character, but they do not seem to be other than a combination of the abuses separately discussed above. Regarding this matter of the forwarding of mixed feed, it is proper to suggest that there must be a limit to the application of the transit practice, and this limit must be reached when there is such a process of manufacture and such a loss of identity of the inbound commodity that the shipment forwarded may be said to be a new creation. Some of the mixed feeds brought to our attention appear to be beyond the fair limits of a transit practice.

**Non-transit Commodities Added.**—Some tariffs provide that non-transit commodities (such as stone, grit or molasses) may be added to transit commodities (such as grain or seeds), and a weight of the mixture equal to the weight of the inbound transit commodities forwarded as their product. This presents the difficulty of a less-than-carload lot of the non-transit commodity going forward at a rate lower than the less-than-carload rate properly applicable, and even lower than the carload rate from the transit point proper. It is obvious that such a practice cannot be allowed, and that such mixed feeds and like products must go forward from the transit points in amounts containing at least the carload or less than carload (as the weight may be) imposed transit rates, and with the proper local rate (either carload or less-than-carload as the weight may be) imposed upon the non-transit commodities in the mixture. This rule must be followed wherever the non-transit property added is sufficient in amount to form a really calculable portion of the mixture. A like rule must be applied to the still more obvious case presented by the dealer who desires to include a lot of non-transit grain or other commodity in a carload of transit property. If the transit portion of the shipment is to move upon the balance of a carload rate, it must be of itself not less than the carload minimum in weight, and the non-transit tonnage in the car must be charged with the proper local rate.

The record also shows clearly that the price of commodities at transit points is frequently dependent upon the expense bill furnished by the seller, a somewhat higher price being paid if the expense bill is peculiarly valuable for outbound shipment. The additional price paid in consideration of expense bills of a certain character amounts obviously to a purchase of the bills.

It was shown by the hearings that dealers at transit points frequently have billing on hand without having an equivalent amount of a commodity represented by billing. The practice in such cases is to retain the billing until a non-transit supply of the commodity can be secured, then to send such non-transit supply of the commodity forward upon the transit billing.

The new rules for the government of grain transit on the Ohio River expressly provide that the surplus billing shall be destroyed and that at no time shall any shipper have in hand transit billing which is not represented by transit commodity awaiting shipment. Obvious as this principle is, it is not generally recognized. No tariffs discovered by us recognize the obvious fact that unpaid expense bills covering grain in stock must be considered when the cancellation of surplus billing is undertaken. Certain milling-in-transit rates provide for the cancellation of surplus billing only once per year, and others make no provision for any cancellation at any time. This leaves wide open another opportunity for such substitution as has been above described. To be absolutely lawful the cancellation of the billing should be automatic; that is to say, when the commodity represented by the billing is disposed of, either locally or to a non-transit point or to a transit point, the inbound billing covering it should be canceled. Any other practice means that local commodities will be substituted and sent forward on the transit billing.

**Overdrafts Upon Transit Accounts.**—The anomaly is presented of outbound shipments from transit points at balances of thru rates before the receipt of the inbound shipments depended upon for the transit privilege. At Milwaukee it developed that a number of grain shippers had enjoyed transit to the extent of some millions of pounds each beyond the amounts to which they would be entitled on the basis of shipments from transit points. The same feature has arisen with regard to shipments of dairy products at various points. Such situations show the recklessness with which both carriers and shippers have misused the transit arrangement and the urgent necessity for radical reforms.

**Collection of less than transit rates to transit points.**—In the northwestern transit tariffs generally it is provided that upon receipt of grain at the transit point the thru rate to the final destination shall be paid and that such destination shall be indicated. This at first glance seems to afford opportunity for abuse. When it is remembered, however, that the rates from Minneapolis to various billing points intermediate between Minneapolis and Chicago are higher than the rate from Minneapolis to Chicago, it would seem that the miller at the intermediate point, by paying the rate to Chicago and having the grain delivered to him locally, actually gets shipments thru the transit point at less than the rate to such point. In one case where a large milling industry is concerned, the rate on oats from Minneapolis to the milling point is 15c per 100 lbs. The rate on oats from Minneapolis to Chicago via such milling point is 7½c per 100 lbs. This mill under these tariffs pays the rate to Chicago, 7½c per 100 lbs. and receives delivery of the oats at milling point. It is a moral duty, of course, to send these oats forward and thus complete the transit. We can not find, however, that there is any enforcement of this duty. It mills the oats and has the right to send forward an equal tonnage. It may secure oats from transit point enjoying different rate and forward them, or forward oats from a non-transit point, or it may refrain altogether from completing the transit transaction. It is evident that such an adjustment is absurd. Upon delivery of a commodity at any point, no less than the rate to that point should be collected. Otherwise the local rates to the point cease to have a practical significance.

**Conclusion.**—The hearing has failed to demonstrate that the Commission's ruling was too strict. It has demonstrated that various practices, as above outlined, have resulted in the violation of published rates, to the injury of shippers not taking advantage of such practices. Fraud cannot be defined in this matter of abuse of transit any more than in any other line of activity. The Commission will not undertake to frame a code of transit rules. The traffic officials of the carriers have the duty and the responsibility under the law of initiating rates. They all agree in the statement that the system of rates devised by them is impracticable, and will result in great injury to carriers and business interests unless exceptions and privileges in the nature of transit are introduced. The Commission does not condemn the transit privileges as such, but it does hold that the responsibility for safeguarding and policing them, to the end that the lawfully published rates shall be collected, rests entirely upon the carriers. This is not saying that shippers will be excused in any case where they defeat published rates by any abuse of transit privileges. The duty of shippers to pay published rates is precisely the same as the duty of the carriers to collect such rates. Except in very rare instances,

carriers give rebates or concessions only upon solicitation by shippers. In such case the liability of the carrier yielding to the solicitation is no greater or different than that of the shipper making it. The language of the law is:

"It shall be unlawful for any person, persons or corporation to offer, grant or give, or to solicit, accept or receive any rebate, concession or discrimination in respect to the transportation of any property in interstate or foreign commerce by any common carrier subject to said act to regulate commerce and the acts amendatory thereof, whereby any such property shall by any device whatever be transported at a less rate than that named in the tariffs published and filed by such carrier as is required by said act to regulate commerce and the acts amendatory thereof, or whereby any other advantage is given or discrimination is practiced. Every person or corporation, whether carrier or shipper, who shall knowingly offer, grant or give, or solicit, accept or receive any such rebates, concessions or discrimination shall be deemed guilty of a misdemeanor and on conviction thereof shall be punished by a fine of not less than one thousand nor more than twenty thousand dollars."

It is the duty of shippers to submit to all necessary policing of their shipments if they desire to enjoy transit privileges. They may also fairly be required to certify that shipments offered by them are entitled to go forward upon the transit rates. Such certifications, however, do not excuse carriers from determining for themselves and at their peril that shipments carried at other than the regular local rates from the point of shipment are entitled to the exceptional or transit rates. Carriers will not be allowed to put in transit privileges either through competition with each other or through the desire to hold local rates up to the highest possible point, without taking entire responsibility for the results of such privileges and the uses made of the same.

At none of the large warehousing markets are the difficulties in the way of the adoption of a flat-rate system any greater than were those presented at Missouri river points some years ago when the Commission condemned the unlawful arrangement of rates on grain. As a result of the Commission's action the full local rates upon grain to these points are now paid regardless of the final disposition of such grain. Outbound shipments of grain from these points are carried at a flat rate regardless of the point of origin providing the grain be "from beyond." While still open to some legal objection, the system is far in advance of the system which it succeeded, and is so much in advance of the transit privileges generally throughout the country that it may well be accepted as a model by traffic managers desirous of remedying chaotic and unlawful practices upon their lines. The Commission is convinced that in no other way can transit rates to and from the large storage markets be arranged unless carriers are to take an impossible burden of policing and supervision and shippers be subjected to extremely annoying rules.

The Commission has been asked by numerous shippers, including the grain dealers along the Ohio river, the grain dealers in inter-mountain territory, and the lumber and shingle manufacturers of the Pacific coast, to condemn the transit privileges entirely as illegal. This the Commission is not prepared to do, the present order of the investigation affording no warrant for such action.

Ruling 76-A of the Commission, above, may be taken together with this opinion, as indicating the Commission's knowledge of the abuses shown by this investigation, and its demand upon both carriers and shippers that these and all similar abuses be prevented. If the abuses are prevented, the law will be satisfied. If the abuses are not prevented, the law will not be satisfied, no matter how ingeniously the machinery provided obscures the fact that the law is evaded.

We are convinced that the shippers and carriers fully understand the Commission's position and their own practices. It is needless to say that the continuance of such abuses as are above outlined will compel the Commission to resort to criminal prosecution, to include both shippers and carriers to secure obedience to the law, rather than to any further or other form of moral suasion.

The Montreal Board of Trade on May 4 declared against a reciprocity treaty with the U. S., declaring that such an arrangement would hinder the progress of Canadian industry, and that the bulk of the benefits would go to the U. S.



## Commission Forbids Allowance Permitted by Court.

The Interstate Commerce Commission in a decision given May 2 in the complaint by H. Gund & Co. against the C., B. & Q. R. R. Co. refuses to accept the decision of the U. S. Circuit Court by Judge Sanborn (published in the Grain Dealers Journal of Mar. 10, pages 338 to 342) as the law.

In disagreeing with the court Commissioner Lane denies the right of the court to go into the findings of fact made by the Commission.

H. Gund & Co. operate elevators at Blue Hill, Bladen, Campbell, Carter, Cowles, Rosemont and Upland, Neb., on the Q. A competitor, Duff Grain Co., operates elevators at Upland and Rosemont, and has a cleaning elevator at Nebraska City, and has been paid an elevation allowance of  $1\frac{1}{4}$  or  $\frac{3}{4}$ c per 100 lbs. by the Q. H. Gund & Co. petitioned the Commission to grant reparation from the Q. on all shipments made thru Nebraska City since July 19, 1907. The decision of the Commission follows:

Complainant, shipping from its elevators at Blue Hill, Bladen, Campbell, Carter, Cowles, Rosemont and Upland, through Nebraska City to points beyond, in competition with the Duff Grain Co., was charged thru rates equal to the sum of the rates from such country stations to Nebraska City plus the rates paid by the Duff Grain Co. from Nebraska City to the points beyond. The Duff Grain Co., however, received the allowance above named, thus paying a lower total rate than was open to the complainant, although the Duff Grain Co. received a larger service by the amount of the switching and other delivery services at Nebraska City made necessary by the divided shipments to and from that point.

The order by the Commission, June 29, 1908, forbidding the Union Pacific railroad to pay or allow owners or lessors of elevators at Omaha, Kansas City and other cities on the Missouri river such allowances as the one here under consideration, was based upon its knowledge of the facts. We know from our experience with the problems here involved, and from the special investigation given this subject, that this allowance is unduly discriminatory and unduly preferential, and that it serves to strengthen the dealers in grain who receive it as against their competitors at other points on the same lines of railroad

who do not receive it. We have determined, furthermore, from such experience and such examination that it is not an allowance for any service rendered to the railroad company, but that it is a payment by the railroad for service rendered by elevators to the owners of the grain. This being so, it is simply a concession from the published rates wherever paid.

Our orders in the above case have been suspended by the United States Circuit Court for the western division of the western district of Missouri, the learned judges sitting in such court having determined that our findings of fact were mistaken and having made findings of fact at variance thereto. While we recognize that upon questions of law this Commission must and should yield to the courts, we also understand from repeated decisions of the Supreme Court that the courts are not competent to determine questions of fact within the jurisdiction of this Commission as against the Commission after the latter, upon complaint and answer, has investigated such questions and found thereon. Were we more doubtful than we are on this point, a perusal of the opinion of the court in this matter would constrain us to adhere to this conclusion. This opinion throughout deals with the elevation at Missouri river points as if it were a mere transfer of thru shipments from car to car for the convenience of carriers. For instance, the opinion says:

"The schedules of the carriers and their practice limit this elevator allowance or payment to grain coming into the elevators from the west which is actually loaded out into cars sent north, south or east, and this service of unloading grain out of cars which have brought it from the west and loading it into cars, which carry it to points east, north and south is elevation and transfer in transit within the meaning of the amend interstate commerce act.

The Bs/L covering the business here discussed prove to our minds that the above conclusion of fact reached by the court is not correct. The Bs/L show that the shipments to the elevators are made locally without any reference whatever to any possible further transportation at some future time. The Bs/L and other documents describing the shipments of grain from these elevators show that no attempt whatever is made to identify the shipments out with any particular shipments in. The grain which goes out may be the grain which was hauled in by the carrier paying the allowance or it may be grain which reached the elevator in some other way. The only proof required is that the tonnage of grain shipped out shall be equal to the tonnage of grain shipped in. Such shipments can be called thru shipments only by construction.

The opinion of the court speaks of elevation as if it were merchandising, which is precisely what the elevation for which this allowance is made is in every case.

The merchandising of grain, however, is no part of the duty of the carrier. For carriers to pay shippers for any of the operations of merchandising, under the pretext that the payment is for service rendered to the carrier, is for the carrier to make reductions from published rates by subterfuge. Such allowances cannot possibly be paid to all shippers. Their purpose would be lost if they were. They are intended to create an inequality and would not be paid did they not do so.

The learned court, for proof that the shipments are in continuous transportation throughout the period of elevation and merchandising, cites and rests upon the fact that they are moved from Missouri river points to the east upon so-called proportional rates, saying:

"It is said that the grain upon which the allowance is made is not elevated or transferred in transit because it is shipped from points of origin in Kansas and Nebraska to the Missouri river upon local rates and local waybills, but the proportional rate is the balance of the through rate. There are proportional rates beyond the Missouri river and the Mississippi river and points east, west, north and south which are less than the local rates between those points, and this grain which comes from points west of the Missouri river takes, not the local, but these proportional rates east of the river upon the certificates or expense bills of the companies west of the river which show whence it came."

We are unable to understand how the name given by the carriers to the rate imposed upon the second shipment can determine the legal character even of such second shipment. We have still more difficulty in understanding how the name given such rate can relate to and determine the character of the shipments into the elevators upon separate and independent Bs/L. Our perplexity is made still greater by a reference to these very rates in a case recently decided by the Circuit Court of Appeals for the circuit which includes the western division of the western district of Missouri, two of the judges who made the decision here discussed taking part. This case was Wisconsin Central Railroad Co. vs. United States, 169 Fed., 79. A carrier was under prosecution for making an elevation allowance without tariff authority. Its defense turned upon the point that the shipments were in continuous transportation during the period of elevation, and its proof of the fact was that transportation from the elevator was given upon a "proportional" rate identical in nature with the proportional rate discussed by the court in the decision here under consideration. The Court of Appeals said:

"Some significance is attached to the name given to the rate of  $7\frac{1}{2}$  cents per 100 pounds on shipments to Milwaukee and Chicago. It was called in the tariff schedules proportional freight tariff on grain and flaxseed when originating west of the Mississippi river. The tariff shows that there was no joint tariff or arrangement of any kind existing between the railway company and any other connecting carriers operating west of Minneapolis. In such circumstance we fail to discern any advantage to the railway company by the use of that inaccurate designation of its tariff."

We also have in mind the fact that the carriers from the Missouri river to the east are now dropping the pretense that these are portions of through rates, and are publishing them as "reshipping rates."

Shipments such as those made to Nebraska City by the Duff Grain company are local to that point. The delivery in accordance with the contract of transportation ends the transaction. The grain is not in transportation during the time of elevation, nor does transportation again begin until the grain has been loaded in the cars for outbound shipment in accordance with the tariff publications of the carriers governing such carload shipments. G. C. & S. F. Ry. Co. vs. Texas, 204 U. S., 403; A. & V. R. Co. vs. Railroad Commission of Miss., 203 U. S., 496.

**Effect of Allowances.**—To maintain a system by which thru rates shall exceed the sum of the local rates based upon the cities at their terminals is the purpose and effect of these allowances. This Commission has repeatedly ruled, however, passing upon the question as a matter of fact, that a thru rate in excess of the sum of the locals is *prima facie* unreasonable. Upon shipments of grain from country points in Nebraska to the Missouri river, there unloaded into an elevator, afterward loaded and shipped beyond, the carriers render transportation from the first point of origin to the final destination with four terminal services, one at the point of origin, two at the river, and one at the final destination. Upon shipments of grain moving directly from origin to final destination the two intermediate terminal services are rendered



Burning of Merchants Elevator and 80,000 Bus. of Grain at Memphis, Tenn., May 18, 1910.



unnecessary. A higher rate for the smaller service, under circumstances that are identical, is, at this Commission has held, unreasonable.

With all due respect to the Circuit Court for the western division of the western district of Missouri, this Commission is constrained by the facts to adhere to its view that these allowances are unduly discriminatory and unduly preferential both in purpose and in effect. It therefore declines at this time, and until its position shall have been finally overruled by the higher courts, to extend the benefit of this system of elevator allowances to complainant's elevators.

What is above said with regard to the view that the purpose and effect of these allowances is to cause thru rates to be greater in amount than the sum of the locals was not discussed at the hearing or argument in this proceeding. It would be improper, therefore, to base any award of reparation thereon. No dismissal of this complaint will be made, inasmuch as this would cause the statute of limitations to run against complainant's claim. It will be held for further action when the decision of the Supreme Court upon the matters here involved shall have indicated the power of the Commission in the premises.

## A Fine New Exchange Building.

Memphis, which claims to be the center of the heart of the Mississippi Valley, will soon have one of the finest exchange buildings in this country, as is clearly discernible by the engraving given herewith. It will be nineteen stories high and cover half a block. The top story and the roof garden will be occupied by the Chickasha Club, while the Merchants' Exchange, which is the grain exchange of the city, will occupy the exchange hall looking out over the city park as it did in the old building.

The new building is a steel frame with stone, brick and terra cotta walls and tile partitions being absolutely fireproof throughout. Seven late design elevators, same as in the Singer Bldg., New York, will carry tenants to their offices above the lobby and the Exchange Hall promises to delight the eyes of all visitors even as much as the members for no money is being spared to make them attractive.

The building will always stand as a monument to the push and enterprise of the present President of the Exchange,—S. Tate Pease, who is serving a second year, an honor never before conferred upon a President of the Exchange.

The Merchants' Exchange was organized in 1883 and has now reached its limit of membership—330. Sixty of its members are engaged in the grain and hay business and each day at 11:30 they assemble in the Exchange Hall and Secretary Nat. S. Graves calls the different grains and grades. Offers and bids made by grades as well as samples are registered and published.

The Exchange is a member of the Council of North American Grain Exchanges. C. B. Stafford, Commissioner of the Memphis Grain & Hay Ass'n, an auxiliary of the Merchants' Exchange, looks after traffic matters.

The city's grain receipts are increasing and last year amounted to about 5,000,000 bus. of corn, 9,000,000 bus. oats, 153,000 bus. wheat and 835,950 bales of hay. The addition of new mill and an elevator is expected to effect a further increase with business and of course the improved facilities offered by the new building will also attract additional business and assist old firms to handle more.

I am very much pleased with the Grain Dealers Journal; it is full of valuable information, sound suggestions, and is almost indispensable to a broker handling grain connections.—H. C. Metzger, Meridian, Miss.

## Meetings of Grain Dealers.

May 26-27—The Texas Grain Dealers Ass'n will hold its annual meeting at Fort Worth.

May 26-27—American Feed Mfrs. Ass'n will hold annual meeting in Milwaukee.

June 2—The Indiana Grain Dealers Ass'n will hold its mid-summer meeting in the Claypool Hotel, Indianapolis.

June 7-8—The Illinois Grain Dealers Ass'n will hold its annual meeting at Decatur, Ill.

June 15-16—The Ohio Grain Dealers

Ass'n will hold its mid-summer meeting at Cedar Point, O.

June 21, 22-23—The American Seed Trade Ass'n will hold its annual meeting at Atlantic City, New Jersey.

Aug. 23, 24-25—The National Hay Ass'n will hold its annual meeting at Cedar Point.

Sept. 5 at New York—The Council of North American Grain Exchanges will hold its semi-annual meeting.

Oct. 10, 11-12—The Grain Dealers National Ass'n will hold its annual meeting at Chicago.



New Home of the Memphis Merchants Exchange.



# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The call board recently established by the Board of Trade is a success and large transactions are put thru daily.

Little Rock, Ark.—Charles Ellis, a member of the new grain firm recently located here, has been admitted to membership in the Board of Trade.

Argenta, Ark.—I have severed my connection with the Iron Mt. Eltr. and have accepted a position with the Kansas-Mo. Eltr. in Kansas City, Mo., under C. D. Williams.—J. F. Sanders.

Little Rock, Ark.—At a recent meeting of the grain committee of the Board of Trade the complaint filed by Fred L. Gossell against the firm of Redman, Magee & Co. of Cairo, Ill., with a letter from that firm and one from the Cairo Board of Trade was recommended to the committee for further examination to be taken up at the next regular meeting.

Little Rock, Ark.—Dan Daniel has been elected chief grain inspector and weigher for the Board of Trade to succeed A. J. Rauch. The present deputy grain inspectors are Joe Daniel and Fred Gossell. At a recent meeting of the grain committee H. K. Cochran gave 30 days' notice of a motion to change the rule regarding assistant inspectors and have two instead of three.

Argenta, Ark.—The Iron Mountain Eltr., formerly known as the T. H. Bunch Eltr., is operated by the St. L., I. M. & S. Ry. Co. at full capacity days, nights, and Sundays to take care of off-grade stuff and run it thru the drier to get it into condition, but is so far behind in its work that the Ry. Co. placed an embargo on grain and will not receive any more corn until it can catch up with its work and clean up that on track.

## CANADA.

Winnipeg, Man.—The Olafson Grain Co. will erect a 30,000-bu eltr.

Port Arthur, Ont.—J. H. DeForest has been appointed mgr. of the eltrs. of the National Eltr. Co.

Carmangay, Alta.—George Terwilliger of Sioux City, S. D., is considering building eltrs at points on the Carmangay-Brant line.

Rosthern, Sask.—Sparks from a freight engine set fire to the driveway of the eltr. of the Union Supply Co., May 7; extinguished with slight damage.

Montreal, Que.—Nelson Bickerdike is acting inspector of cattle feed under instructions from the Dept. of Marine & Fisheries; such inspection is compulsory.

Montreal, Que.—At a recent meeting of the Corn Exchange it was decided to take immediate action to obtain abolition or at least a reduction in harbor switching tolls.

Tees, Alta.—The Alberta-Pacific Eltr. Co. has started construction on eltrs. here and at Clive, Halkirk and Castor, and has let the contract to Bennell & Ross Bros. for several eltrs, on the Crow's Nest Pass line and on the line east of Medicine Hat.

Winnipeg, Man.—The Manitoba government has announced the appointment of D. W. McCuaig, a farmer; W. C. Graham, grain merchant and miller, and F. B. MacLennan, grain merchant, as the grain eltr. commission to inaugurate system of government-owned eltrs. in the province.

Montreal, Que.—Several members of the Corn Exchange, who visited the harbor board's offices to inspect plans for the proposed new Commissioners' Eltr., have suggested that a drier should be included in the equipment. The commissioners have promised to meet their views as far as possible.

Montreal, Que.—The harbor commissioners have purchased from the Montreal Grain Elevating Co. its fleet of 17 floating eltrs. The committee of management of the Corn Exchange had called on the commissioners and urged this action, since the floating eltrs. are an important part of the harbor equipment.

Indian Head, Sask.—A hot box is believed to have caused the fire that destroyed the eltr. of the Dominion Eltr. Co., Apr. 29. The fire was discovered in the cupola about 6 o'clock in the evening after Mgr. R. Burnes had been running the eltr. all day. Total loss, \$15,000. Built 10 years ago; insured.

St. Boniface, Man.—The Western Canada Flour Mills Co. is laying heavy foundation for an 8-story grain storage building to cost \$150,000 and have a capacity of 470,000 bus. The system includes 27 tubular cement bins. George H. Archibald & Co. have the contract and will complete the structure ready to receive wheat in the fall. Other buildings and improvements including machinery for a cereal mill will increase the total expenditure to \$275,000.

Montreal, Que.—After 53 years' business the Montreal Grain Elevating Co. discontinues with a plant valued at \$215,000. It maintained its own workshop and the superstructure of its eltrs. was built by its own workmen. Its managing director Alexander Macdougall, has been with it since its inception in 1857. Of its 17 floating eltrs. used to transfer grain from barges and upper-lake boats to ocean steamers, the 4 most recently added are considered the best of their kind afloat. They are built on steel hulls that, when stripped of their elevating machinery, should make good boats. The Montreal Grain Elevating Co., formerly possessed the only elevating system in this port, but the erection of the Harbor Commissioners' Eltr. and those of the Grand Trunk resulted in the bulk of the business going thru the new shore eltrs. From 1857 to 1905 all the grain exported thru this port was practically handled by the Montreal Grn. Elev. Co., which indirectly aided the harbor commissioners to increase the revenues from wharfage dues collected on grain that never touched a wharf, but was transferred from inland to ocean vessels by its floating eltrs. These wharfage dues at 7½¢ per ton on the 290,257,000 bus. shipped from 1860 to 1891, reckoning 40 bus. to the ton, aggregated \$544,232; from 1891 to 1909, at 3¢ per ton on

374,434,724 bus. \$280,826'. Since the development of the new shore eltr. in 1905 when the Montreal Grn. Elev. Co. was handling 96% of all the grain exported here, the company's business dropped to 88% in 1906, or 23,240,000 bus. Next year the company handled 23,340,000 bus. or 72%. In 1908 its business dropped to 14,182,000 bus., or 46% of the export grain, and last year it fell to 6,461,724 bus., 23.86% of all the grain exported from Montreal.

Winnipeg, Man.—The Winnipeg Board of Trade and the Winnipeg Grain Exchange acting together have made a strong protest to the dominion railway commission against the Winnipeg tariffs of the telegraf companies operating in and out of this city. At their request the commission is making a public investigation of these tolls. The appellants practically represent the entire business community of the city, as their members furnish the greater part of the telegraf companies' business. They allege that (1) the tolls now charged are exorbitant for the service rendered; (2) that while the railroad companies operating west of Lake Superior have made large reductions in their tariffs for carrying grain and other commodities as well as in their passenger rates during the last 20 years because of the increase of their business, the telegraf companies have not made any reductions in some of their principal tolls notwithstanding their business has increased enormously during the same period; (3) that their present tolls greatly exceed those asked for a like service elsewhere in Canada; (4) that the telegraf companies operating in and out of Winnipeg have recently cancelled some of their rates and substituted increased tariffs. The appellants therefore urge the commission to make a thoro investigation into the fairness of such rates before approving any of the tariffs filed by the telegraf companies.

## ILLINOIS.

Litchfield, Ill.—C. H. Nobbe has had a Western Manlift installed.

Hinsdale, Ill.—T. W. Graue has installed a Western Manlift.

Kane, Ill.—E. Cockrell has installed a No. 13 Western Warehouse Sheller.

Greenville, Ill.—The Greenville Eltr. Co. has bot a Western Mill Sheller.

Murrayville, Ill.—Edwin Beggs has installed a Western Warehouse Sheller.

Junction, Ill.—The Junction Eltr. Co. has bot a Western Warehouse Sheller.

Vermilion, Ill.—Rudy and Co. have installed a Western Warehouse Sheller.

Stonington, Ill.—The Farmers' Grain Co. has invested in a Western Manlift.

Cornell, Ill.—The Cornell Farmers Grain Co. is considering building an eltr.

Farmersville, Ill.—C. H. Nobbe has installed a Western Rolling Screen Cleaner.

Bushnell, Ill.—George W. Cole has equipped his eltr. with a Western Manlift.

West McHenry, Ill.—J. Spencer has improved his house with a Western Manlift.

Hindsboro, Ill.—J. Crawford & Sons have had a Western Manlift installed in their eltr.

Bloomington, Ill.—I am no longer actively engaged in the grain business.—W. C. McGuire.

Lake Fork, Ill.—The Mansfield-Ford Grain Co. has installed a Western Gyrat-ing Cleaner.



Granville, Ill.—We have moved to this station.—Surface & Ensign, formerly at Magnolia, Ill.

Mays sta., Paris p. o., Ill.—Rudy & Co. are installing a No. 14 Western Warehouse Sheller.

Blue Mound, Ill.—The National Eltr. Co. has installed a Western Rolling Screen Cleaner.

Ellsworth, Ill.—G. W. Bane & Son have had their eltr. moved and set on new foundation.

Barnes, Ill.—Thomas J. Hanley is building an eltr. to replace that burned a few weeks ago.

Maroa, Ill.—Elliott James, who succeeded Newman & James, has installed a Western Manlift.

West Brooklyn, Ill.—Directors of the Farmers Eltr. Co. are considering installing a track scale.

Emington, Ill.—George Hargraves of Manhattan, Ill., has bot the eltr. here of Herb Bros. for \$4,000.

Duvall sta., Findlay p. o., Ill.—C. A. Davis intends to close out his business and move to California.

Dudley, Ill.—Rudy & Co. are installing a cast-iron adjustable boot and a Western Warehouse Sheller.

Somonauk, Ill.—The Farmers Eltr. Co. is having its house covered with corrugated galvanized steel sheeting.

Weldon, Ill.—We are building a new eltr. to handle 2,000 bus. per hour without crowding.—L. F. Webb Grain Co.

Easton, Ill.—I sever my connection with the Easton Farmers Grain Co. as its mgr. June 1.—John Ross, sec'y-treas.

Cabery, Ill.—George W. Collins has succeeded Robt. W. Leetch as mgr. for the Kempton Farmers Eltr. Co. at this station.

Trilla, Ill.—E. L. Champion is making extensive improvements in his eltr. and has purchased machinery from the Union Iron Works.

Dunkel sta., Pana p. o., Ill.—J. F. Umpleby has ordered a Western Double Revolving Screen Recleaner from the Union Iron Works.

Altamont, Ill.—J. Schumacher's Sons have ordered a Western Pitless Sheller and two Western Chain Feeders from the Union Iron Works.

Ottawa, Ill.—Walter Fitch & Co. have opened a branch office here in charge of G. A. Clifford, who has lived in Ottawa for the last five years.

Chatham, Ill.—The Chatham Eltr. Co. has ordered a Western Pitless Sheller, a Gyrating Cleaner and a stand of eltrs. from the Union Iron Works.

Edwardsville, Ill.—E. J. Jeffress, who has been in the wholesale and retail grain and feed business here for the last 25 years has formed a partnership with Wm. Poos.

Darrow sta., Stockland p. o., Ill.—The Farmers Grain Co. incorporated by E. P. Zimault, E. H. Conley, and Frank Senneith to deal in grain, lumber and coal; capital stock, \$10,000.

North Ritchie sta., Ritchey, Ill.—We have had our eltr. at this station covered with corrugated iron and repaired inside. We also installed a 1,500-bu Sonander Automatic Scale in the cupola, to weigh grain directly into the cars.—Bruns & Stahl.

Cairo, Ill.—Corn is beginning to move now and business is fair. The grain business of Cairo will show some increase over that of last year.—J. D. Magee, Redman, Magee & Co.

Sullivan, Ill.—The up-to-date eltr. under construction for J. A. Davis will be equipped with a Western Pitless Sheller, Rolling Screen Cleaner and chain feeders furnished by the Union Iron Works.

Palestine, Ill.—G. W. Bishop & Co. are having extensive improvements made in their eltr. by the Reliance Construction Co. Western machinery furnished by the Union Iron Works is being used thruout.

Minonk, Ill.—The Minonk Farmers Eltr. & Supply Co. incorporated to deal in grain, coal, lumber, and machinery; capital, \$13,000, incorporators, Henry Kalknari, John von Nordheim and Michael Barth, Jr.

Hindsboro, Ill.—The eltr. of J. Crawford & Sons is almost completed. It will be equipped thruout with Western machinery including a Pitless Sheller and a Gyrating Cleaner furnished by the Union Iron Works.

Roodhouse, Ill.—Elmore & Lemmon of Carrollton are building an eltr. at this station, to be equipped with Western Pitless Sheller, rope drives and all machinery furnished by the Union Iron Works, which also designed the eltr.

Pisgah, Ill.—The eltr., under construction for Calhoun & Curry, is nearly completed. It will be a duplicate of that burned Apr. 3, which was designed by the Union Iron Works and equipped thruout with Western machinery.

Stonington, Ill.—I have come here to take the management of the Farmers Grain Co. Work on the eltr., now under construction, is being pushed by the contractor.—A. W. Walls, former agt. H. A. Hillmer Co., Florence Station, Ill.

Lee, Ill.—Creditors of O. B. Anderson, the bankrupt grain and lumber merchant, have accepted a dividend of 35%. His petition was filed Jan. 3 and showed liabilities of \$12,658 with assets of \$2,047 of which more than \$1,800 was in outstanding debts.

Denver, Ill.—George Burner has bot the grain and coal business of M. L. Clark & Sons to take immediate possession and have charge himself. Mr. Clark retires on account of ill health. He has been in the business many years and his friends regret the cause of his retirement.

Kirksville, Ill.—The eltr., under construction for R. C. Parks, to replace that burned Mar. 18, is almost completed. It is practically a duplicate of the other, that had been built but two years and was designed by the Union Iron Works. It will be equipped thruout with Western machinery.

Eldred, Ill.—John Langer has completed improvements in his eltr. and has installed machinery purchased from the Union Iron Works, including a Western Pitless Sheller. W. C. Field will make extensive repairs and improvements in his eltr. and has ordered machinery from the same company.

Anchor, Ill.—The Anchor Farmers Eltr. Co. has bot suit in circuit court against O. M. Stucker to collect \$340, the difference between the contract price and the market price of grain which the plaintiff claims the defendant agreed to furnish and did not.

Brocton, Ill.—I. N. Cooley, who owns land in this vicinity, has bot the  $\frac{1}{2}$  interest in the Brocton Eltr. Co., formerly owned by Thomas Carroll and Lincoln Gillis. W. C. Price retained his  $\frac{1}{2}$  interest and will continue to manage the business as he has done for the last 12 years.—The Brocton Eltr. Co.

Peoria, Ill.—The eltr. of the Central City Eltr. Co. has been marooned in the R. I. yards by the removal of its supply track. Railroad men account for this action on the ground that the eltr. company owes the R. R. about \$780 demurrage and that for several months it has used the tracks contrary to orders from headquarters. An official of the eltr. company alleges that the Rock Island owes it more than the demurrage fees.

Peoria, Ill.—Receipts of grain during April included 52,000 bus. wheat, 978,168 of corn, 878,300 bus. oats, 13,200 of rye and 187,200 bus. of barley compared with 48,000 bus. wheat, 818,088 bus. corn, 592,580 bus. oats, 9,000 of rye and 348,000 bus. of barley received during Apr., 1909. Shipments in April included 37,000 bus. wheat, 834,761 of corn, 940,600 bus. oats, 11,000 of rye and 97,224 of barley, compared with 10,450 bus. wheat, 624,715 of corn, 607,390 of oats, 4,000 of rye and 287,699 bus. of barley shipped in April of last year.—John R. Lofgren, sec'y Peoria Board of Trade.

Crescent City, Ill.—In a suit against Peter McDermott, tried in a justice court in Watseka recently, the jury returned a verdict for the defendant after less than an hour's deliberation. James Philipps leased his farm near Crescent City to Henry Luhmann under contract to keep the house in repair and trim the hedge. The landlord bot suit against Luhmann and obtained a judgment by default. To collect this judgment Philipps sued Mr. McDermott, who had bot grain from the farm, on the claim that the landlord has a lien on the crop. Mr. Philipps testified that windows had been broken and not repaired, that Luhmann had not trimmed the hedge and that Philipps had not received his share of some corn left in the field over winter; for which he wished Mr. McDermott to pay him \$110. Witnesses testified that other dealers had bot part of the grain and the jury held the grain dealer not responsible for the tenant's failure to fulfill his contract.

Earlville, Ill.—The plea that 10 notes, amounting to \$19,295, given by the late Asa Griffin, a wealthy farmer and grain speculator, to P. B. Weare & Co., and afterwards endorsed to the Bank of Montreal, were for money lost in gambling transactions, proved of no avail in the Appellate Court when Judge Holman recently reversed the decision of Judge Pinckney of the Cook County Circuit Court, who found in favor of Mrs. Mary L. Griffin, administratrix of her husband's estate, and rendered a judgment in favor of the Bank of Montreal. In 1903 P. B. Weare & Co. attempted to organize a syndicate of farmers for the alleged purpose of cornering the corn market and succeeded in interesting about 100 in this section of the state, among them Mr. Griffin who lived near Earlville. The firm proposed that P. B. Weare, a member of the Chicago Board of Trade, should make the necessary purchases and that the farmers in the syndicate should give their personal notes to protect their margins, that these notes would be held as security by the firm.



Reddick, Ill.—Farmers Eltr. Co. of Reddick incorporated to deal in grain and operate an eltr.; incorporators, Melvin H. Cooley, W. H. Dyer and H. H. Whittemore; capital stock, \$15,000. Mr. Whittemore, of the law firm of Dyer & Whittemore, is the attorney to whom Mr. Cooley and wife conveyed their property as trustee when they made an assignment May 4, with liabilities listed at \$19,950 and assets of about \$12,000. Mr. Cooley still owes W. E. Rich of Kankakee \$6,000 for the purchase of his half-interest in the eltr. at this point of W. E. & B. E. Rich, which Mr. Whittemore figures will bring \$8,000 and that the creditors may get 50 cents on the dollar. One of the largest creditors is said to be considering having the assignment set aside and applying for settlement thru bankruptcy court. Mr. Cooley started in business at Hersher whence he came here with a neat sum to his credit and began as a grain clerk in the eltr. of Bartlett, Patten & Co., operated by Agt. Walsh, who was alleged to have squandered about \$18,000 of the company's money. Walsh was convicted and spent some months in prison before he was pardoned because dying of tuberculosis, and his embezzlements are considered the beginning of Mr. Cooley's reverses.

#### PROGRAM ANNUAL MEETING ILLINOIS DEALERS.

For the 17th annual convention of the Illinois Grain Dealers Ass'n, to be held at Decatur, Ill., June 7-8, in the G. A. R. hall, the following program has been arranged:

##### TUESDAY, 10:30 A. M., JUNE 7.

Convention called to order by Pres. George D. Montelius.  
Minutes of previous annual convention, S. W. Strong, sec'y.  
Treasurer's report, H. I. Baldwin.  
Secretary's report, S. W. Strong.  
Finance committee's report, F. L. Warner, chrm., Chenoa.

Appointment of committees by the president, resolutions, finance, nominations.

Demonstration of the Moisture test, L. M. Jeffers, Decatur, U. S. Grain Standardization.

##### TUESDAY, 1:30 P. M., JUNE 7.

President's annual address, George D. Montelius, Piper City.

The Progressive Law of Combination, Hon. L. Y. Sherman, Springfield, pres. Board of Administration of Illinois.

Fraternity Among Competitors, S. S. Tanner, Minier, state deputy head consul Modern Woodmen of America.

##### TUESDAY, 7:30 P. M., JUNE 7.

Banquet to members of the Illinois Grain Dealers Ass'n and visitors to the convention.

##### WEDNESDAY, 9:30 A. M., JUNE 8.

Market Values and Discounts on Corn, Hon. J. D. Shanahan, Washington, D. C., technologist, standardization of grain, U. S. Bureau of Plant Industry.

Topics for discussion during the convention:

Use of the Moisture Test in Buying Corn, G. H. Hubbard, Mt. Pulaski.

The Relation of the Grain Dealer to the Farmer, George W. Cole, Bushnell.

The Landlord's Lien Should Be Modified, John Montgomery, attorney, Decatur.

Carefulness in Making Contracts and Confirmation of the Same, C. C. Miles, Peoria.

Filing Claims for Grain Delayed in Transit, E. M. Wayne, Delavan.

Should Shippers Be Held for Cost of Drying Corn When Off-Grade, Below 19%, on a Contract for No. 3 Corn? J. F. Umpleby, Pana.

Affiliation with the Grain Dealers National Ass'n and Its Benefits, A. G. Tyng, Peoria, pres. G. D. Nat. Ass'n.

Car Shortage and Railroad Service in the Shipping of Grain, R. C. Baldwin, Bloomington.

Are Shippers Who Sold "No. 3 or Better" Entitled to a Premium for "or Better" Grade? W. L. Shellabarger, Decatur.

The Discrepancy Between the Illinois State and U. S. Government Crop Reports, P. S. Goodman, Chicago.

##### WEDNESDAY, 1:30 P. M., JUNE 8.

The Progress of the Ass'n's Claim Department, William S. Bach, attorney, Bloomington, mgr. Claims Dept. of Ass'n.

The Railroad and Warehouse Commission, Its Present Powers, Its Duties and Its Needs, Hon. Orville F. Berry, Carthage, chrm. R. R. & W. Commission.

The Grain Dealer's Responsibility for Soil Improvement, Dr. Cyril G. Hopkins, Urbana, agronomist, University of Illinois.

Report of committees on resolutions and nominations.

Election of officers.

New business.

##### ENTERTAINMENT FOR LADIES.

Committee: C. P. Cline, Decatur; J. E. Collins, Garrett; H. I. Baldwin, Decatur.

Tuesday, 3 p. m., reception at the residence of H. I. Baldwin by the ladies of the Decatur Grain Dealers to visiting ladies.

Wednesday noon, luncheon at Country Club.

Wednesday afternoon, auto-ride.

##### CHICAGO NOTES.

CHICAGO CALLER: Eugene Van Dyke, of Winfield, Ia.

The Kasota Eltr. Co. has moved its offices to the Western Union Bldg.

Lee W. Partridge, who has been trading in corn for W. H. Lake & Co., began May 20 to represent Sam Finney in the wheat pit.

The Indiana Eltr. will not be torn down, as the trustees of the sanitary district have decided to widen the river on the opposite side.

Harry J. Renn, formerly with Logan & Bryan, has made a connection with Clement, Curtis & Co., to manage that firm's cotton department.

The affairs of the Durant & Elmore Co. are hopelessly involved thru the misappropriation of \$700,000 obtained by means of loans on warehouse receipts or Bs/L at the Albany office.

Its lease to the J. Rosenbaum Grain Co. having expired, the Erie Railroad Co. will resume the operation of the Erie Transfer Eltr. as formerly under the name of the Interstate Eltr. Co.; C. W. Austin remaining as superintendent.

Armour eltr. "C" has been declared regular for the storage of grain and seeds until July 1, 1910. It will be used to accommodate part of the contract wheat that is being turned out by private eltrs.

The delegation which will represent the Chicago Board of Trade at the 17th annual convention of the Ill. G. D. A. in Decatur, June 7-8, is composed of J. C. Murray, Edward Andrew, J. C. F. Merrill, H. A. Rumsey and W. N. Eckhardt.

Employment of non-members at the telephones is favored by many firms on the Board of Trade, and the directors have the proposition under consideration.

After the regular adjournment May 19 the Board of Trade remained closed until 11 a. m. May 20, in memory of King Edward VII, whose funeral occurred on the 20th.

The market report committee of the Chicago Board of Trade has notified the Consolidated Stock & Petroleum Exchange of New York to discontinue grain quotations of the Chicago Board of Trade on its ticker service on the floor of its exchange.

James F. Brennan, recently admitted to membership in the Board of Trade, has succeeded Harold Nichols in charge of telephone orders on the exchange for Walter Fitch & Co. Mr. Nichols has been promoted to the position of wheat trader for that firm.

Members of the Chicago Board of Trade desiring to attend the annual convention of the Illinois Grain Dealers Ass'n in Decatur, June 7-8, were requested to leave their names in the secretary's office not later than May 25, to enable the delegation representing the Board to make the necessary arrangements.

Barnard Whyland, a retired member of the Board of Trade, died May 10, aged 83. He was born in Troy, N. Y., came to Illinois in 1850 and settled near Peoria. He had lived in Chicago 32 years. He and his wife had been planning to celebrate the 61st anniversary of their marriage, which occurred three days after his death.

J. C. F. Merrill, trustee in liquidation of the Burns-Yantis Grain Co. that suspended Apr. 4, signed checks May 16 for a payment of a dividend of 33⅓% to the firm's creditors. The firm's property in the East has sold well and Mr. Merrill says that if the Alliance Eltr. can be sold for what it is worth the creditors can be paid in full.

Willis Counselman plans to resume operations on the Board of Trade where he left off about five months ago, when he sold his membership. He has purchased the membership of the late C. Shearson for \$2,900. The membership committee failed to act favorably on his application and the directors at a recent meeting deferred action in his case.

Samuel Gregsten, a retired Board of Trade operator, died May 14, aged 84. Born in England, he came to Cincinnati when 18 years of age and engaged in river traffic. He is credited with being the first to transport coal by boat from the Pittsburg region to New Orleans. After the war he came to Chicago, joined the Board of Trade in the early 70s and was a heavy operator for years. He retired from that to attend to his real estate and hotel properties. He is survived by a widow and three daughters.

Buying and selling for future delivery as practiced in board of trade operations was defended as one of the chief causes of the development of the country, by George F. Stone, sec'y of the Chicago Board of Trade, in a recent speech before a local club. He said "the system was an evolution and grew naturally in response to the insistent demand of the farmer, merchant and banker. It provides for the economical marketing of grain and maintains an active and constant market independent of immediate existing demand."



The firm of E. W. Elmore is said by Manager J. W. Cairns to be fully protected in its accounts with the Durant & Elmore Co., of Albany, for which Edwin W. Elmore acted simply as western representative. The Albany concern is an entirely different corporation from the Chicago house, altho E. W. Elmore holds considerable stock in the Albany company.

The Chicago Board of Trade had arranged to send a delegation to Washington to appear before the congressional committee at a hearing on federal inspection of grain, May 20; but, by an arrangement between Chrm. Mann of the interstate and foreign commerce committee and the author of the bill, no further attempts will be made to pass it at this session and the hearing was cancelled.

Representatives of the Chicago Ass'n of Commerce, the Armour Grain Co. and other commercial organizations and large business interests joined in a federal hearing before Major T. H. Rees, chief engineer of the department of the lakes, May 10, to urge the removal of the Jackson blvd. bridge or the substitution of a bascule or vertical-lift bridge with a 200-ft. draw. In a recent address before a local club Major Rees said: "No great port in the world consists of a narrow channel spanned by numerous bridges, but that is all Chicago has to support its lake and river traffic. To reach the mouth of the drainage canal a vessel must pass thru 26 bridges."

Hay is in large supply on our market at present, and is selling cheaper right now than it has on this crop. Buyers are in the market good and strong, and are taking hold of the hay and moving it pretty rapidly, but of course only at the low prices. If it should prove that the supply of hay at present is only temporary, and the large shipments do not continue it will only take a short time for the surplus of hay to clean up, and in this case our market would soon do better. We notice a little better demand of late for the very best grades of prairie hay, but outside of anything strictly choice prairie hay market is demoralized. —W. R. Mumford & Co.

One day last week Nathan Lederer was walking down Jackson blvd to air his new spring clothes and show his fresh boutonniere, big as life and twice as natural, in reality a true apotheosis of sartorial pulchritude, when, as he sauntered jauntily along, a dachshund pup approached from the rear and two spirited young damsels approached from the front. As soon as they spied the cute purp, each ejaculated "Why, the sweet thing!" smiled and hesitated. For once Nathan was perplexed. He grabbed for his hat, stopped and with inquisitive eyes followed the vanishing maidens. The next minute he wanted to kick that dachshund clear to Christmas.

Charges of discrimination against Chicago millers in the rates on wheat and flour from Minneapolis when the product is milled in Chicago and shipped east as compared with thru rates applied to flour milled at Minneapolis will be laid before the Interstate Commerce Commission at Washington, June 1, by the Chicago Board of Trade unless the railroads reduce the rates. The Commission will then reconsider its recent orders reducing the rates from Minneapolis east and from Buffalo east, which have increased the discrimination against Chicago on both domestic and export shipments. On domestic flour the Chicago miller is at a disadvantage of 1.7c per

cwt. and 2½c per cwt. on export, considered sufficient to eliminate him as a competitor. The Minneapolis miller can ship his flour to New York via Chicago at a thru rate of 25c made up of a rate to Chicago of 8.3c and one from Chicago east of 16.7c. The Chicago miller pays 10c on wheat from Minneapolis and 16.7c on its flour product shipped east. On traffic points in Central Freight Ass'n territory the discrimination against the Chicago miller varies from 1½c to 2½c per cwt. and the Chicago men want the same rate on flour made from Minneapolis wheat shipped east as on flour shipped from Minneapolis to the same destinations.

Membership in the Board of Trade has been applied for by Victor Mosher, Almer Crane Cox, William T. Riley, Wm. H. Axtater, Alva E. Bocock, Jesse H. Ridge, J. D. Sayre, Jr., J. Ray Boone and Charles S. Crary. Transfer of membership has been applied for by Jackson T. Harris, Fred W. Edwards, Arthur C. Helm, Clark D. Forsyth, Samuel C. Bartlett, and the estate of Thomas A. McIntyre. The directors recently admitted to membership Newton S. Shannon, James F. Brennan, Julius H. Barnes, Rogers J. Scott and Orval B. Light. Of two memberships sold May 14 one was for \$2,900 and the other \$2,925, both net to the buyer; three days later the directors bid \$2,900 for a membership.

In the case of the Wm. Rotsted Co. against the Chi. & N. W. Ry. Co. before the Interstate Commerce Commission, decided Apr. 11, reparation was awarded for unreasonable charges on a mixed shipment of oats and flaxseed screenings in bulk shipped July 23, 1907, over defendant's line from Chicago to Milwaukee. The flaxseed screenings weighed 40,650 lbs. and the oats 20,950 lbs.; to the latter a 30,000-lb. minimum was applied. On the flaxseed the defendant charged 7c per 100 lbs and on the oats 3c per 100 lbs. on a minimum of 30,000 lbs., making a total charge of \$37.46, alleged to be unreasonable because the charge on the flaxseed screenings exceeded 3c per 100 lbs. and that on the oats exceeded the actual weight. When the shipment moved the defendant's tariffs provided for the rates charged; but Nov. 15, 1909, the defendant became party to a tariff which permits the application of the rate and weight the complainant alleges is reasonable. At the hearing the defendant admitted that, under the circumstances, the charge was unreasonable to the extent claimed and expressed willingness to pay the reparation asked (\$18.98) on the commission's order. The commission decided the complainant is entitled to a reparation of \$18.98 with interest; and the defendant will be required to maintain a rate on flaxseed screenings shipped in mixed carloads with oats in bulk between the points named that shall be no higher than is contemporaneously maintained on oats shipped under the same circumstances.

## INDIANA.

Hamlet, Ind.—C. Cunningham has installed a Western Manlift in his eltr.

Frankfort, Ind.—D. L. Brookie has equipped his eltr. with a Western Manlift.

Alexandria, Ind.—Browning & Co. are having a Western Warehouse Sheller installed.

Sulphur Springs, Ind.—The Daniels & Pickering Co. has succeeded F. H. Hagenbuch.

Vincennes, Ind.—Lewis Brooks and J. M. Brown have ordered a Western Pitless Sheller.

South Raub, Ind.—Crabbs Reynolds Taylor Co. has installed a Western Gyrating Cleaner.

Bippus, Ind.—L. M. Fishbaugh, who formerly owned the grain eltr. here has removed to Montana.

Bluffton, Ind.—John Studabaker & Son have installed a Western Pitless Sheller purchased thru H. C. Teeter.

Max sta., Lebanon p. o., Ind.—Sandlin & Gano have ordered a Western Pitless Sheller and a Gyrating Cleaner.

Pendleton, Ind.—W. H. Aiman has improved his eltr. with a Western Pitless Sheller and a Gyrating Cleaner.

Riverside, Ind.—Crabbs Reynolds Taylor Co. has installed a Western Pitless Sheller and a Gyrating Cleaner.

Edwardsport, Ind.—DeMoses & Boyer have purchased a Western Warehouse Sheller thru the Reliance Const. Co.

Kendallville, Ind.—Work has been started on the new eltr. for Campbell & Co. by the Burrell Eng. & Const. Co.

Middletons sta., West Middleton p. o., Ind.—The W. Middleton Mill & Eltr. Co. has purchased a Western Pitless Sheller.

Remington, Ind.—The Frank Kelley Grain Co. is considering changes and improvements in the eltr. it recently purchased from A. E. Malsbery.

Elwood, Ind.—The eltr. under construction for the Jay Grain Co. by the Reliance Construction Co. will be equipped with a Western Gyrating Cleaner.

Elwood, Ind.—Lewis Heffner will remodel his lumber mill into a grain eltr., so situated that it can discharge grain into cars on two railroads without extra switching facilities.

Whiteland, Ind.—John C. Young of Frankfort has bot the plant of the Whiteland Grain & Coal Co. and will continue the business under this name. He is considering changes and will enlarge.

Moran, Ind.—The firm of E. C. Ogle & Co., that will succeed O. A. Davis & Co. at this point June 1, is composed of Earl C. Ogle and his father S. Ogle of Forest, both experienced eltr. men.

Lebanon, Ind.—N. W. Mattix & Co. have bot the two eltrs. here of J. W. Witt. They took possession May 23. The deal was made thru John A. Rice. One eltr. is an up-to-date new building; both are well equipped for handling grain.

Randolph sta., Ridgeville p. o., Ind.—The eltr. of John A. Veith, built about two years ago, burned in the evening of May 8. It contained considerable grain. Loss total, \$30,000, little insurance. The fire is thought to have started in the cob room.

Grain dealers are urged to insist on their farmer friends attending the mid-summer meeting of the Indiana Grain Dealers Ass'n at Indianapolis, June 2, as the officers of the Ass'n are making a special effort to have as many farmers present as possible.

Stockwell, Ind.—The eltr. of Morrison & Finch, replacing that burned Mar. 28, is nearing completion. The Reliance Construction Co. is doing the work. The entire machinery equipment including a Western Warehouse Sheller and a Gyrating Cleaner is furnished by the Union Iron Works.



Cyclone, Ind.—D. L. Brookie will make extensive improvements in his eltr. at this point. He has ordered a Western Pitless Sheller, two stands of eltrs. and a Western Manlift from the Union Iron Works.

Colfax, Ind.—Bert Dunn and A. Groves of Frankfort have bot the eltr. on the Vandalia here from E. Ward Moore. Mr. Dunn will manage it. Mr. Groves owns an eltr. on the Big Four at Clarks Hill.

Stockwell, Ind.—We are building a 20,000-bu. eltr. on the C. C. C. & St. L., up-to-date thruout, to be equipped with Western machinery. Reliance Const. Co. has the contract.—Ed. Tegarden, Stockwell Grain Co.

Paris Crossing, Ind.—The Wright Mfg. Co. is building a 20,000-bu eltr. on concrete foundation, 6 steel tank bins. Cleaner, eltr. and conveying machinery is not yet purchased. Equipment will include one leg, a hopper scale, and an automatic weighing scale. Power will be furnished from the mill. Construction has just been started by the Grain Storage Construction Co.

Indianapolis, Ind.—After a successful business career of nine years Cooper & Oddy are closing up their business to retire June 1. William H. Cooper was born in this city in 1842 and has been in the grain business continually for more than 50 years. He was one of the organizers of the Indianapolis Board of Trade, of which he has been an active member 25 years. Mr. Oddy will travel before settling down.

#### PROGRAM INDIANA GRAIN DEALERS ASS'N.

The following program has been arranged for the midsummer meeting of the Indiana Grain Dealers Ass'n, to be held at the Claypool Hotel, Indianapolis, June 2, beginning at 10 a. m.:

President's address, Wm. B. Foresman, Lafayette, Ind.

Appointment of resolution committee. Address and illustration, "The Moisture Test of Grading Corn," Prof. G. I. Christie, Purdue University.

Discussion.

Address, "Evils of Advancing Money to Farmers on Grain Purchased for Future Delivery," A. E. Reynolds, Crawfordsville, Ind.

Discussion.

Address, "New Demurrage Rules," L. H. Mummert.

Discussion.

Question box.

Miscellaneous.

#### IOWA.

Hobart, Ia.—The Reliance Eltr. Co. will rebuild its eltr.

Rudd, Ia.—The Farmers Exchange Co. will build another eltr.

Arnold, Ia.—Christ Johnson of Humboldt has rented the eltr. here.

Mitchellville, Ia.—Chas. Craig has bot the grain business of B. R. Patterson.

Promise City, Ia.—J. A. Wade has bot the eltr. near here from J. S. Alexander.

Delta, Ia.—J. A. Beatty has improved his eltr. by the installation of a Western Manlift.

Audubon, Ia.—Northup Bros. have bot the grain and coal business of John A. Musson.

Spirit Lake, Ia.—The eltr. of B. B. Anderson burned May 14. It contained 6,000 bus. of oats and 2,500 of corn. Loss \$12,000. It will be rebuilt.

Cenderdale, Ia.—A large construction force is at work on the eltr. for Joseph Schonborn.

Coon Rapids, Ia.—The farmers Eltr. Co. of Coon Rapids incorporated; capital, \$25,000.

Solon, Ia.—Frank Lustick, who owned the eltr. here, has left for Canada.—Milo Lustick, Ely, Ia.

Gaza, Ia.—Anton Tjossem has succeeded E. P. Meyer as mgr. for the Gaza Grain & Supply Co.

Duncan, Ia.—Two eltrs. belonging to the Reliance Eltr. Co. burned at noon, May 9. Both were empty.

Manson, Ia.—I have bot the eltr. here that formerly belonged to E. A. Brown of Luverne, Minn.—A. Hakes.

Schaller, Ia.—The Schaller Produce Co. opened for business May 14.—J. F. Voss, mgr., former mgr. Trans-Mississippi Grain Co.

Bradford, Ia.—Mr. Pepperling has sold his interest in the eltr. to M. R. Gehrke, which changes our firm's name to Hushka & Gehrke.—Pepperling & Hushka.

Allison, Ia.—O. M. Wood succeeded O. Jacobs, May 16, as mgr. for the Farmers Eltr. Co. Mr. Jacobs resigned to become mgr. for the Farmers Eltr. Co. at Yorkville, Ill.

Maxwell, Ia.—The Farmers Grain Co. has opened for business in the property leased from the Neola Eltr. Co. Harding Witmer is pres.; J. H. Cleverly, sec'y.; T. B. Smeltzer, mgr.

Geneva, Ia.—The Geneva Eltr. Co., which recently bot the eltr. of Warnecke Bros., has employed J. E. Gibson as mgr. He formerly managed the Farmers Eltr. Co. at Hansell, Ia.

Bancroft, Ia.—The Farmers Eltr. Co. incorporated with a capital stock of \$20,000 by David Gilbert, J. M. Smith, Peter Kremer and others, has decided to buy the eltr. of Sudmeier & Winkle.

Gilbert, Ia.—The Gilbert Grain Co. has installed a new scale at the site of its eltr. burned Mar. 29, and Mgr. T. McDaniel is buying grain, shoveling it into the car until another eltr. can be built.

Buckeye, Ia.—The Farmers Eltr. Co., that recently obtained from the railroad a site for an eltr. thru a decision rendered by the state R. R. commission, has purchased the building of the Diamond Grain Co. It had been considering building a 25,000-bu. eltr.

Dedham, Ia.—While the officers of W. H. Pollock & Co., that recently bot the eltr. here of M. Slife & Son, are affiliated the organization is separate.—H. W. Pollock, pres. Earling Grain Co., Earling, Ia., and of H. W. Pollock & Co., Manning, Ia., and sec'y., Doud Mfg. Co., Manning, Ia.

Spencer, Ia.—M. E. DeWolf reports that at the end of the present grain year the DeWolf & Wells Co. will discontinue and dispose of its property. The firm has been in business here more than six years. Mr. Wells retired from it about three years ago when he sold his interests to A. J. Wilson of Spokane.

Collins, Ia.—While driving across the C. M. & St. P. tracks, May 13, A. W. Hannahs, local agt. for the Neola Eltr. Co., was struck by a fast train. His body was carried on the engine pilot 30 miles before it was discovered when the engineer left his engine at Madrid to oil the locomotive. He was taken on to a Cedar Rapids hospital and died that night without regaining consciousness.

#### KANSAS.

Walker, Kan.—The Wheatland Eltr. Co. has bot a Hall Non-chokable Boot.

Gardner, Kan.—Ward & Mowrey have equipped their eltr. with a Western Manlift.

Spring Hill, Kan.—Farmers are considering organizing an eltr. company. L. C. Chamberlin may sell to them.

Coats, Kan.—The eltr. now under construction for I. N. Shriver will have a capacity of more than 25,000 bus.

Wichita, Kan.—Alvin Harbour of the Harbour Grain Co. has purchased the Brooking membership in the Board of Trade.

Savonburg, Kan.—W. H. Roberts has ordered a Western Warehouse Sheller and has installed a Western Gyration Cleaner.

Toulon sta., Hays p. o., Kan.—The Wheatland Eltr. Co. will install a Hall Signaling Distributor and a Hall Non-chokable Boot in its eltr.

Preston, Kan.—The Preston Grain Co. has ordered a 1,000-bu. National Automatic Scale with a mechanical counter attachment to the first floor.

Hutchinson, Kan.—The Kemper Grain Co. has opened an office with A. F. Johns in charge. He was formerly assistant mgr. of the company's Wichita office.

Stafford, Kan.—The eltr. of the A. Aitken Eltr. Co. is closed and will be until July 1. The company has no man for it yet. I am going to farm near St. John.—J. E. Rixon.

Burdett, Kan.—A. H. Martin has been employed as mgr. for the Farmers Grain & Supply Co. to begin June 1. He has been at the eltr. of the Pawnee Co. Grn. & Sup. Co. at Larned, Kan.

Colby, Kan.—I have resigned my position with the Farmers Eltr. & Coal Co. at this point and have bot the eltr. and coal and feed business of the Morrison Grain Co.—R. C. Mavnes, Maynes Bros.

Wichita, Kan.—W. L. Brown, formerly mgr. for the Arkansas Valley Grain Co., has taken a position with the Kemper Grain Co. as resident mgr. to succeed Mr. Keith, vice pres., who will go to Kansas City in July.

Wichita, Kan.—The Kansas Mfg. Co. is building a 35,000-bu. steel tank eltr. 30 ft. in diameter and 65 ft. high, among 6 other tanks built two years ago; concrete hopper. The Grain Storage Const. Co. is doing the work.

Bentley, Kan.—We will build an addition to our eltr., on concrete foundation, studded, iron sides and shingled roof, which we will use for a feed and seed room. We will also build more cribs for ear corn this fall, making a double crib with driveway between. We anticipate a prosperous year in all lines of grain especially corn.—J. A. Armou.

Topeka, Kan.—J. T. White of Ada, formerly state grain inspector, is a candidate for the nomination for railroad commissioner against eight others. While a member of the legislature Mr. White was the author of several bills affecting railroads, some of which were enacted into laws. At the close of the session he was appointed state grain inspector after having served on the grain grading commission.



Topeka, Kan.—The eltr. and corn mill of Forbes Bros. in North Topeka burned May 14. The fire started about 3 p. m. in the dust collector on the third floor of the eltr. Supt. W. E. Wise was climbing the stairs when he saw the collector a mass of flames. He shouted to Theodore Forbes in the office, a small detached building, who turned in the alarm and then turned off the gas in the eltr. The water pressure was poor and the firemen refused to enter the mill. The eltr. contained 10,000 bus. corn and 5,000 of wheat, rye, oats and kaffir corn. A carload of corn being loaded when the fire started was hauled away by a switch engine and saved, but 19 other carloads of corn being prepared for shipment were lost, including one just unloaded. Loss on grain, \$10,000 with \$7,000 insurance. Loss on building, \$16,000; insurance \$8,000. Theodore Forbes says the eltr. will be rebuilt on the same site. The eltr. and corn mill were under one roof; the power plant was saved.

New members of the Kansas Grain Dealers Ass'n are: Farmers Eltr. Co., Olmitz; S. P. Taylor, Onaga, John Rawlins and the Kelsey-Beverley Grain Co., Winfield; G. G. Weichen, Robinson; and Frank Montgomery, Stockton, Kan.; Amos H. Hall, Amsterdam, Mo.; and the following firms in Nebraska: Hastings Mlg. Co., Hastings; F. A. Sisson and Davey Bros., Stoddard; S. P. Starbuck and Hebron Grain Co., Hebron; Lee Hill, Edgar; E. J. Bohling, Sedan; O. L. Brown, Chester; Farmers Grain & Supply Co., Hastings; Minden Grain Co., Minden; J. M. Grace, Mascot; C. Koehler Co., Hastings; J. W. Anderson Grain Co., Holdrege; W. M. Rundberg, Ong; P. H. Gupton, Oxford; W. N. Clark, Stamford; S. A. Austin, Wilconville; Lawrence Mlg. Co., Lawrence; Austin & Claypool, Orleans; O. P. Ellis, Ellis; McDowell & Mundenhall, Fairbury; R. H. Duff, Bertrand; P. K. Winther, Eustis; Powell & Nilsson, Marion; Farmers Grain Co., Upland; Deshler Farmers Eltr. Co., Deshler; Farmers Grain Co., Wilcox; Koeing & Selk, Harbine; Beaver Valley Grain Co., Danbury; Johnson Grain Co., Johnson; Farmers Eltr. Co., Auburn; Farmers Eltr. Co., Syracuse; Farmers Eltr. Co., Unadilla; Brock Grain Co., Brock; L. A. Hanks, Cook; L. W. Sage, Julian; T. C. Wilson, Walton; William Sharp, Elmwood; Geo. Trunkenboltz and Betts & Venner, Eagle; Trompen & Son, Hickman; Thos. Hedges, Panama; Murray Grain Co., Dunbar; James Murray, Lorton; Auburn Grain Co., Auburn; Jones Grain Co., Nebraska City; Liberty Grain Co., Liberty; and the Howe Eltr. Co., Howe, Neb.—E. J. Smiley, sec'y Kan. Grain Dealers Ass'n.

## KENTUCKY.

Glasgow, Ky.—Perkins & Martin have purchased a Western Mill Sheller.

Lebanon, Ky.—The Modern Mill & Eltr. Co. has reduced its capital to \$75,000.

Danville, Ky.—The grain eltr. of Leslie Bradshaw, in Garrard County burned May 10, destroying 3,000 bus. of wheat and 800 of corn; loss, \$12,000; insurance, \$4,300.

Lancaster, Ky.—Banks Hudson is having an up-to-date eltr. built that will be equipped with a Western Gyrating Cleaner and other machinery furnished by the Union Iron Works.

Henshaw, Ky.—Following the announcement of the assignment of I. V. Runyan, the grain merchant, with liabilities of about \$100,000, the Henshaw Bank closed its doors on account of the heavy loans it had made him.

## LOUISIANA.

New Orleans, La.—Receipts of grain during the month of April included 18,000 bus. wheat, 422,000 of corn and 136,000 bus. oats. Shipments amounted to 20,083 bus. wheat, 84,243 of corn and 2,242 bus. oats.—H. S. Herring, sec'y New Orleans Board of Trade.

## MARYLAND.

Baltimore, Md.—William M. Knight, a partner of Mayor Mahool in the firm of Frame, Knight & Co., grain merchants, and a prominent member of the Chamber of Commerce, which he had served several terms as director and as vice president, died recently after an illness of about five months, aged 63.

Baltimore, Md.—At their June meeting the board of directors will vote on an amendment to the by-laws of the Chamber of Commerce, providing that "in all sales of grain known as spot sales, where no quantity is mentioned in the bid or offer, the seller shall have the option of delivering the contents of a car or 1,000 bus."

Walkersville, Md.—The Glade Valley Mlg. Co. is building a 25,000-bu. steel tank eltr. of 6 bins, on concrete foundation, about 50 ft. from its mill, with which it will be connected by an iron-clad gallery overhead; 6-ft. tunnel underneath for delivery; 8-in. steel screw conveyor. Alteration will be made in mill to conform with new tank. The Grain Storage Const. Co. is doing the work.

Baltimore, Md.—Louis Muller, pres. of the Louis Muller Co., one of the oldest grain receiving and exporting houses in this city, retired from business May 14 and the firm was reorganized with John M. Dennis, Ferdinand A. Meyer and Thos. C. Craft directing officers. Each have long been identified with the old firm and no change will be made in either name or policy. Mr. Muller will not relinquish his membership in the Chamber of Commerce, of which he was president in 1889.

Washington, D. C.—The Department of Justice made another move in its crusade against bucket-shops when it lodged a complaint, May 23, of direct violation of that section of the district code which forbids bucketing, against the persons said to constitute the Standard Stock & Grain Co. of Jersey City. The same day two indictments were returned against Samuel W. Adler and C. A. Tillis, known as "Cat" Tillis, of New York, and William Fox and E. M. Browning of Baltimore, Edward Altemas of Jersey City, Louis and Angelo Cella of St. Louis, Robert Hall, Samuel Raymon, Oscar J. Rappel of Baltimore, Henry C. Stumpf of Philadelphia, Henry R. Duryee and Charles Alley of Washington; all charged not only with conspiracy to violate the district law against bucket-shops but also with being actually engaged in the conduct of the brokerage business operated here in the name of Duryee & Co.

## MICHIGAN.

Merrill, Mich.—The Merrill Eltr. Co. has been organized with \$20,000 capital.

Merrill, Mich.—The Saginaw Mlg. Co. has bot the grain eltr. at this point of Peter L. Perkins.

Burt, Mich.—The Burt Eltr. Co., incorporated for \$6,000, has changed its name to the McNally Eltr. Co.

Hillsdale, Mich.—Frederick W. Stock & Sons have installed a new engine and are considering making improvements in their engine room and increasing the capacity of their eltr.

Sturgis, Mich.—Harry G. Blue and Frank Gilhams will operate the eltrs. they recently bot from Willard Walter here and at Klingers under the firm name of Blue & Gilhams.

Allen, Mich.—Ransom & Peck of Reading have purchased the grain and hay business here that Manly Franks of Reading recently bot from Harry Alford. Mr. Franks ill health prevented him from attending to it.

Decatur, Mich.—A. E. Lawrence is installing a steam heating plant in his eltr. and a new set of wagon scales with office beam. He will also provide additional storage for oats and a corn eltr. In addition to his grain business he sells machinery and has taken the agency for one of the new light automobiles.

Detroit, Mich.—Jean Dennis has brot suit against Carson, Craig & Co. for \$5,000 damages. She alleges the company sold without authorization 20,000 bus. of wheat which she ordered on margin in 1909. The firm asserts she did not pay her margins on time and that it made amends to her on another deal.

Flushing, Mich.—A new 25-h. p. engine has been installed at the eltr. of Hankins Bros. and coal sheds are being erected. During the season H. J. Hankins, the mgr., purchased nearly 40,000 bus. of beans, for which about \$70,000 were paid to farmers in this vicinity. C. E. Hankins, who has been out of the grain business for several months, because of the accident whereby he suffered a broken limb last fall, will go to Battle Creek to take the management of a feed store.

## MINNESOTA.

Raymond, Minn.—The Raymond Farmers Eltr. Co. will be incorporated.

Duluth, Minn.—Five cargoes of wheat have been worked from this port to Chicago this spring, to fill May sales.

Ash Creek, Minn.—H. Schlueter has succeeded Harry Kitterman, resigned, as mgr. for the J. P. Coffey Grain Co.

Brownsdale, Minn.—The La Crosse Grain Co. has moved its general offices from Spring Valley to this point. M. Stephenson is pres.

New Ulm, Minn.—The eltr. under construction for the N. U. Roller Mills Co., by C. E. Bird & Co., will be completed ready for use by June 1.

Medford, Minn.—M. B. McLaughlin and R. C. Halloran of Austin, Minn., have bot the eltrs. here and at Bixby and Pratt, formerly owned by B. B. Sheffield of Minneapolis.

Duluth, Minn.—The Great Northern Eltr. "S" smashed all loading records May 5 by putting 227,000 bus. of wheat into the steamer Charles W. Kotcher in two hours.



Glencoe, Minn.—Farmers are considering establishing an eltr. A. C. Welch, L. P. Albrecht, and John Karstens have been appointed a committee to look the matter up.

Kasota, Minn.—The liabilities of the bankrupt Dakota Cereal Co. of Minneapolis, which operated a mixing eltr. at this point, are listed at \$223,458 with assets of \$201,835.

Zumbro Falls, Minn.—Henry Winters, who bot grain here for the last few years for the R. E. Jones Co., has left to take a similar position with the Van Dusen-Harrington Co.

New Ulm, Minn.—The Eagle Roller Mills Co. will build a 5-story, fireproof cereal mill to cost \$100,000 with machinery installed, and 10 fireproof grain tanks of 50,000-bu. capacity each.

Duluth, Minn.—All the bonded flaxseed in Eltr. S of the Gt. Northern Eltr. Co. has been transferred to American account by the payment of the import duty of 25c per bu.; 6,095 bus. were in store.

Foxhome, Minn.—F. G. Meyers, connected with the commission firm of York Bros. of West Superior, Wis., has bot the eltr. at this station of H. L. Walk-up, that has been operated under lease by the Farmers Eltr. Co.

Stewartville, Minn.—Myself and E. G. Lenton have bot the eltr. of G. C. Stevenson and will operate it under the firm name of Logan & Lenton. We are not considering any improvements for this year.—T. P. Logan.

Cannon Falls, Minn.—The laid up for about four months with inflammatory rheumatism I am still mgr. for the Cannon Falls Eltr. Co. and have bot the old McDonald Eltr., individually, and intend to go into business for myself.—I. R. Anderson.

Duluth, Minn.—In accordance with the action of the leading grain exchanges of the country in paying a tribute of respect to King Edward VII by a late opening on the day of his funeral, the Duluth Board of Trade did not open until 11 a. m. Friday, May 20.

Davidson sta., Fisher p. o., Minn.—After having been agt. here for the Federal Eltr. Co. for the last 7 years I will leave its employ to enter the real estate business at Grand Forks, N. D. The company will make some needed repairs in its house.—Wm. J. Porter.

Round Lake, Minn.—The Farmers Grain & Merchandise Co., that recently bot the eltr. of the Round Lake Grain & Lbr. Co., has a paid-up capital of \$6,500 and an authorized capital stock of \$20,000; Albert Hestor, pres.; Henry Metzgar, sec'y. A by-law imposes a penalty of 5c per bu. on members selling grain to other dealers here.

Carlton, Minn.—The Carlton Mill & Eltr. Co. has been organized to take over the business of the Carlton County Grain & Produce Co. and that of the North Branch Mlg. Co. It has leased the eltr. of the Paine estate and will remodel it. It has been incorporated for \$50,000 by J. A. Rystrom and C. A. Holt of North Branch, and M. J. McFarland, D. McDonald and N. E. Barnard of Carlton.

Barnesville, Minn.—The 50,000-bu. eltr. of the Minneapolis & Northern Eltr. Co. and that known as the Ball Eltr. closed last year, formerly managed by John McGrath, burned May 15. The fire was discovered about 3:30 a. m. in the Mnpls & Nor. eltr., and is believed to have originated in the bins from spontaneous combustion; loss, \$12,000 with about

¾ insurance. It had been managed by I. O. Kassa. The loss on the Ball Eltr. is estimated by local eltr. men at \$6,000.

#### MINNEAPOLIS LETTER.

The Minneapolis Chamber of Commerce did not open Friday, May 20, until 11 a. m. in memory of the late King Edward.

A. M. Woodward's membership in the Chamber of Commerce, certificate No. 2, has been transferred to Frank M. Norton elected May 10.

At its own request the Flour City Grain Co. has ceased to possess the privilege of corporate membership in the Chamber of Commerce.

Several grain houses of this city are among the creditors of the bankrupt Dakota Cereal Co. which was not a member of the Chamber of Commerce.

Alexander McDonald of McDonald & Patterson, grain brokers of Winnipeg, Man., and Julius H. Barnes of the Ames-Brooks Co., grain exporters of Duluth, have applied for membership in the Minneapolis Chamber of Commerce. A membership sold recently for \$3,700.

Charles S. Sims died in San Antonio, Tex., May 8, aged 78. He came to Minneapolis from New York state in 1856. In 1884 he identified himself with Pillsbury eltr. interests and was sent to Grand Forks where for 26 years he represented the Northern Eltr. Co., one of the Pillsbury subsidiary companies. For a year or more he lived here with his brother, but left Minneapolis last November to spend the winter in Texas. His wife was with him when he died.

#### MISSOURI.

Malta Bend, Mo.—The Rea & Page Milling Co. intends to erect an eltr. here.

Blackburn, Mo.—I have succeeded Frerking Bros., having bot the interest of R. C. Frerking.—E. L. Frerking.

Salem, Mo.—We have leased the Banner Mills and Eltr. This lets the Banner Milling Co. out for a while.—Dye & Buckner.

Louisiana, Mo.—The Louisiana Milling Co. is having a 25,000-bu. eltr. built by the Macdonald Engineering Co. The structure will be of concrete, have an asbestos roof, and will be fireproof.

Clinton, Mo.—I have purchased the Foote Mill and eltr. and am equipping and improving the plant as rapidly as possible for thorough business. A scourer, a germinator, and a drier will be installed.—M. J. Young.

Warrensburg, Mo.—Jesse P. Culp has given the Wolf Co. the contract for the eltr. equipment and the power plant, which will replace the eltr. burned some time ago. The new structure will have a capacity of 30,000 bus.

Jefferson City, Mo.—New schedules governing freight rates on merchandise, wheat, corn, and oats, will shortly be announced by the Missouri Board of Railroad Commissioners. The present schedules have been in force for a long time, and have never proved satisfactory to the shipper.

Independence, Mo.—A damage suit for \$10,000 has been instituted against the Nelson Grain Co., and the Kansas City Electric Co., by Mrs. Emma A. Biddlecom, who alleges that her husband, on May 8, 1909, received an electric shock which caused his death while at work in Park Eltr. owned by the Nelson Grain Co.

Windsor, Mo.—The mill formerly owned by J. F. Fenster has been sold to Dräper & Williams. The Windsor Grain Co. eltr. is owned by The Bowen Coal Co. The W. J. Livingston Trading Co. buys grain at the following points: Schell City, Calhoun, Leeton, Sutherland, Kansas City Jct., Iowa, and Windsor.—Taylor Black, mgr. W. J. Livingston Trading Co.

#### KANSAS CITY LETTER.

The Missouri Supreme Court on May 13 sustained the law imposing a stamp tax of 25c on each deal in futures.

Corle E. Ryle, "floor" representative for Orthwein-Matchette Co., has been admitted to membership in the Board of Trade.

F. L. Ferguson, of A. C. Davis & Co., has purchased the membership on the Kansas City Board of Trade of Chas. Waldron, who has retired from the grain business.

On May 17 the Kansas City Board of Trade adopted the grading and trading rules of the National Alfalfa Millers Ass'n. A rule naming 50c per ton as the official commission to be charged for handling alfalfa meal by members was also adopted.

#### ST. LOUIS LETTER.

C. B. Munday & Co., have succeeded the Segrave-Katz Grain Co..

Safe deposit boxes will be installed in the basement of the Merchants Exchange bldg.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of April the following bad order cars were found at the different eltrs. and track scales: Leaking grain door, 427; leaking over grain door, 25; leaking boxes, 987; leaking end windows, 54; cars not sealed, 625; end windows open, 26; end windows not sealed, 177.

#### MONTANA.

Baker, Mont.—E. E. Jordan, of Wibaux, Mont., will build an eltr. here this summer.

Moccasin, Mont.—L. M. Sanders of Minneapolis will construct an eltr. and establish a bank here.

Great Falls, Mont.—An eltr. will be erected here by W. L. Horner of Granville, N. D., and Jerry Moda, of Williston.

Big Timber, Mont.—The A. F. & K. Eltr. Co. incorporated. Incorporators: John F. Asbury, Wesley P. Franklin, and Herbert C. Kellogg, all of this place.

Miles City, Mont.—D. L. Lytle, who operates four eltrs. in this state, has made his headquarters here, after selling out his interests at Dickinson, N. D., to the Farmers Grain Co.

Dillon, Mont.—David Roberts, of Ogden, Utah, will open a wholesale grain store, and the new concern will be known as the Dillon Grain Co. The Dillon Grain Co. is a branch of the Rigby Milling Co., of Rigby, Idaho, and the Riverside Milling Co., of Reno, Nev.

#### NEBRASKA.

Palmer, Neb.—Work has begun upon the new farmers eltr.

Leshara, Neb.—The farmers are organizing a company to build an eltr.

Omaha, Neb.—The Updike Mlg. Co. will install a Hall Signaling Distributor.



Martel, Neb.—I have installed a Sonaner Automatic Scale in my eltr.—S. S. Griffin.

Palmer, Neb.—T. G. Dinsdale will install a Hall Signaling Grain Distributor in his eltr.

St. Mary, Neb.—C. M. Linn's eltr., containing 5,000 bus. of wheat, and between 600 and 700 bus. of oats, burned May 12. Insured.

Reynolds, Neb.—A combined eltr., feed mill, and alfalfa mill, has just been installed at a cost of \$10,000 for Elijah Filley by R. M. Van Ness.

Odell, Neb.—The Farmers Eltr. Co. has installed a boot tank and has also made other improvements upon its eltr. R. M. Van Ness had the contract.

Palmyra, Neb.—The Farmers Eltr. Co. incorporated; capital stock, \$25,000. Incorporators, E. C. Rudge, H. L. Severe, C. F. Reed and J. P. Mahoney.

Fremont, Neb.—Thos. Purcell of Dowling & Purcell, North Bend, is looking after the erection of a new eltr., which will replace the structure recently burned.

Ruskin, Neb.—C. B. Nance, formerly agent for the T. B. Hord Grain Co., Benton, Richland, P. O., Neb., is now with the Ruskin Grain & Coal Co. of this place.

Fairfield, Neb.—A siding is being laid five miles east of here on the St. Joe & G. I. railroad, for the accommodation of the Farmers Eltr. Co. who will construct an eltr. at that point.

Johnson, Neb.—The Johnson Grain Co., which recently purchased the 17,000-bu. eltr. of George Coryelle, began business on March 14, with a company of eighty members, and a paid up capitalization of \$8,000. A. C. Voorheis is mgr.

Osceola, Neb.—Peterson & Peterson have increased the storage capacity of their eltr. to 30,000 bus., and have installed a cleaner of 700 bus. capacity, a hopper scale, and a New Era Manlift. R. M. Van Ness had the contract.

Omaha, Neb.—At a meeting of the members of the Omaha Grain Exchange, held May 10, it was decided to raise the price of membership from \$500 to \$1,000; to increase the capital stock from \$100,000 to \$200,000; and to limit the membership to 200.

Lincoln, Neb.—In his reply to the application by the Chicago Board of Trade for an injunction restraining the use of the Chicago continuous market quotations, Herbert E. Gooch alleges that the quotations of the Lincoln Grain Exchange are different from those of the Chicago Board and that the Lincoln Exchange sends out quotations independently, as on Apr. 5 when the Chicago Board of Trade was closed. Mr. Gooch vigorously attacks the affidavits of the Chicago detectives that the Lincoln and Chicago quotations were the same, and produces affidavits from responsible grain men of Lincoln that the Lincoln Grain Exchange does sufficient business to send out quotations.

## NEW ENGLAND.

Boston, Mass.—Louis Canner and Jacob Freedman were convicted of conspiracy to conceal assets from the trustee in bankruptcy, and were sentenced to 18 months in the house of correction on May 16. In 1908 Canner, doing business as the Marshall Hay & Grain Co., failed for about \$15,000, and apparently left nothing for his creditors. As a result of

the trustees investigations, however, enough assets were recovered to pay the creditors in full.

Griswold, Conn.—The Jewett City Grain Co. incorporated; capital stock, \$10,000; incorporators, George B. Havens, Norwich; and J. M. Perry and H. W. Cutler, North Wilbraham, Mass.

East Bridgewater, Mass.—The grain eltr. and plant of the Eastern Grain Co., owned principally by Bridgewater business men, burned May 12. The loss, which was only partially insured, was about \$35,000; and 20 cars of mixed grain, principally corn, was burned.

## NEW JERSEY.

Edgewater, N. J.—Spencer Kellogg & Sons are building 375,000 bus. of steel storage for flaxseed. Mr. Phelps formerly purchasing agent for the concern at Buffalo, is now manager of the Edgewater branch with offices at Hudson Heights, their post office address. The steel tanks were built by the Monarch Engineering Co.

## NEW YORK.

Holley, N. Y.—I have recently built a 15,000-bu. eltr. for W. S. Housel.—W. E. Housel, mgr. W. S. H.

New York, N. Y.—The Canada-Atlantic Grain Co. incorporated; capital stock, \$25,000; incorporators: Ely Bernays, Moses Cohn, and others.

Wainscott, N. Y.—I have just completed a grain warehouse of 6,000 tons capacity, for both wholesale and retail purposes.—James S. Strong.

Buffalo, N. Y.—W. H. Wohlers & Co. have gone out of business. W. R. Quin-ten, who was H. W. Wohler's partner, is now connected with the Globe Eltr. Co.

Chatham, N. Y.—Chatham Grain Co. incorporated; capital stock \$1,000; incorporators: Stephen J. Cox, Cranford, N. Y.; Stephen S. Newton, New York, N. Y.; and Alan C. McDonald, Bay ridge, N. Y.

Lockport, N. Y.—The Federal Milling Co. is building an 80,000-bu. steel tank, 48 feet diameter, by 50 feet high, equipped with six bins with hopper bottoms; a Webster Screw Conveyor at the top and bottom; a 6x73-ft. iron-clad gallery connecting the tank to the eltr.; with a 6-foot tunnel underneath. The Grain Storage Construction Co. is doing the work.

Albany, N. Y.—A bill requiring commission merchants to give \$5,000 bond and to obtain a license from the state commissioner of agriculture has been introduced in the New York legislature by Assemblyman Lupton. The bill also provides for the establishment of a bureau to issue a daily bulletin of market prices to farmers. Mr. Lupton alleges that great discrepancies exist between the prices returned to the farmer and the prices paid by the consumer.

Albany, N. Y.—The Durant & Elmore Co. is said to have been victimized to the extent of \$800,000 by dishonest employees and officials who obtained money several times on the same Bs/L. The company is holding Gibson Oliver, treas., primarily responsible for the theft, and are having the freight records of the railroads here investigated. Henry C. Palmer, formerly freight agent of the Delaware & Hudson, is said to have been implicated with Oliver in manipulating Bs/L.

Niagara Falls, N. Y.—An eltr. of 100,000 bus. capacity has just been completed by the Shredded Wheat Co. The structure consists of a steel tank 45x90 feet, a working tower 102 ft. high, and has nine bins, one of which is equipped for wagon delivery. The Grain Storage Construction Co. is the builder.

## NORTH DAKOTA.

Dresden, N. D.—I am going out of business.—R. Fleming.

Beach, N. D.—Emrys Soyad will erect an eltr. here at once.

Grano, N. D.—M. W. Nelson has sold his eltr. to the Canton Grain Co.

Belfield, N. D.—A new farmers eltr. company will probably be organized here.

Manitou, N. D.—M. C. Graham, Ross, N. D., has started a foundation for an eltr. here.

McCanna, N. D.—H. H. Walland has purchased the St. Anthony & Dakota Eltr. Co.'s house.

Glenburn, N. D.—A. C. Dayton, and John Carroll have purchased the eltr. of the Imperial Eltr. Co.

Reeder, N. D.—The Farmers Co-operative Grain & Supply Co. has let the contract for a large grain eltr.

Milton, N. D.—The Milton Farmers Eltr. Co. has purchased the eltr. of the Imperial Eltr. Co. for \$4,000.

Ferno, N. D.—The Heising Eltr. Co., of Minneapolis, has razed its eltr. at Bisbee and will rebuild the structure here.

Fingal, N. D.—H. C. Wicklund, formerly agent for the Atlantic Eltr. Co. at Bordulac, N. D., is now located here.

New England, N. D.—Ralph Bagley, of the Geo. C. Bagley Eltr. Co., of Minneapolis, is contemplating erecting an eltr. here.

Temple, N. D.—The eltr. which was recently razed at Lansford, N. D., will be re-built here. McCabe Bros. are the proprietors.

Sentinel Butte, N. D.—Construction will begin soon upon a 50,000-bu. eltr. to be erected for the Billings County Mercantile Co.

Sterling, N. D.—The Sterling Farmers Eltr. Co., incorporated; Theron Ellison, pres.; M. H. Nelson, vice pres.; and A. B. Hune, sec'y.

Flasher, N. D.—The Farmers Eltr. Co. will be incorporated; and arrangements are being made to build an eltr. at once.—H. C. Jackson.

Pingree, N. D.—The Farmers Equity & Trading Co. has purchased the eltr. of Occident Eltr. Co. and will take possession on July 1.

Starkweather, N. D.—The Minneapolis & Northern Eltr. has been purchased by Will Noyes and Fred Magnusen, who will operate the house.

Havana, N. D.—The Sargent County Farmers Eltr. Co. incorporated; capital stock, \$25,000; incorporators Matt Webb, J. W. Maus and others.

Towner, N. D.—The McHenry county union of the American Society of Equity has decided to establish farmers eltrs. in every town in the county.

Mott, N. D.—The following have been granted sites here for eltrs., by the Northern Pacific railway: the Occident Eltr. Co., of Minneapolis; the Farmers Grain Co., of Mott; and Jacob Barth, of Mott. Work upon the structures will begin at once.



Beach, N. D.—A new structure will be erected to replace the oats warehouse of the Golden Valley Indpt. Grain Co., which collapsed on Apr. 27.

Eckelson, N. D.—The Andrews Grain Co.'s eltr. has been purchased by the farmers, who will either remodel it, or replace it with a new structure.

Roger, N. D.—Edward Linn, an employe of the Farmers Eltr. & Merc. Co., was accidentally killed May 3 while working about the eltr. by being caught in a rope.

Dickinson, N. D.—The Farmers Grain Co. has been formed and has purchased D. L. Lytle's eltr. J. C. Keys, pres.; Anton Salowsky, vice pres.; and I. L. Petricka, sec'y and treas.

Kellogg, N. D.—The Great Western Eltr. Cos. eltr burned to the ground on Apr. 14, and I was sent up to the Andrews Grain Cos. Eltr at Joliet until the Great Western Eltr. Co. rebuilds.—H. F. Degerness.

Columbus, N. D.—J. Z. Dunwoodie is charged with embezzlement and forgery. Dunwoodie, who came from southwestern Missouri about six months ago to manage the plant of the Standard Grain Co., has left the country, and his total shortage, according to the charges filed, is \$1,100. He was not bonded.

Kenmare, N. D.—A charge of arson has been lodged against Fritz Prunk Hanson and Conrad H. Dahl, who, it is alleged, burned the Farmers' Eltr. on Apr. 26. Dahl, who is the nineteen year old son of the eltr. agent, had been left in charge during his father's absence of several weeks, and according to the lad's confession, he and Hanson, then employed as a waiter in a local restaurant, planned to sell a few wagon loads of grain and retain the money. However a few wagon loads were not enough for Hanson to take the risk, so he amended the plan so as to dispose of several car loads, and in order to cover up their tracks they burned the eltr.

## OHIO.

Goes, O.—Walter A. Foureman has purchased a Western Pitless Sheller.

Belmore, O.—L. C. Ewing & Son have equipped their eltr. with a Western Manlift.

The Ohio Grain Dealers Ass'n will hold its annual meeting at Cedar Point, June 15-16.

Lyons, O.—Lyons Grain & Coal Co. incorporated; capital stock, \$15,000; Davis Brown and others, incorporators.

Toledo, O.—Rosenbaum Bros. have leased the C. H. & D. eltr. They will put in a drier and marine leg to unload from boats.

Camden, O.—Payne & Eichenburg are having a 15,000-bu. ear corn and grain eltr. constructed by the Burrell Engineering & Construction Co.

New Winchester sta., Bucyrus p. o., O.—James Fink has made preparations for the construction of an eltr. here. The T & O C will put in a spur track to the new structure.

Toledo, O.—Thomas L. Keck, for many years connected with the grain trade of Toledo, and of late years representing Jackson Bros. Co., Chicago, on the floor here, died on May 17.

Cincinnati, O.—A resolution went into effect on May 14, stating that all of the hay, grain, and flour sales made on the 'Change should be entered on the official Chamber of Commerce sale book.

Toledo, O.—John N. Westcott, aged 60, formerly a grain merchant at Vanlue, O., died May 17 from kidney disease, after a long illness. He is survived by his wife, two sons and one daughter.

Elmwood Farm, O.—Boggs & Weldon are fitting new foundations under their eltr., and lowering the tracks and scales. This has hampered them for about three months, the work going on very slowly.—G. A. Payne.

Cincinnati, O.—C. P. Wills, after having paid \$23.23 to W. L. Brown on an attachment, was taken to Baltimore to answer charges; and Mr. Brown, whose experience with Willis was reported in this column Mar. 10, has heard nothing more of him.

Cincinnati, O.—Good wheat is scarce; plenty of No. 3 and No. 4, however; and I believe the millers will have to take that. We have been getting most of our wheat from Southern Michigan near Indiana this year. Other firms have been getting their good wheat from there, too.—J. A. Loudon.

New Riegel, O.—Fire, supposed to have originated from a gasoline engine, destroyed the eltr. leased by the Sneath-Cunningham Grain Co., May 10. About 5,000 bu. of wheat, corn and oats, belonging to the Sneath-Cunningham Grain Co., was fully insured, while the eltr. which was owned by M. Marks, and valued at \$4,000, was only partially insured. The total loss is about \$10,000.

Cincinnati, O.—E. A. Fitzgerald, vice-pres. of the Cincinnati Grain Co., and R. S. Fitzgerald, with the Gale Bros. Co., for a number of years, will engage in the grain and hay business June 1, as Fitzgerald Bros. with offices in the Fourth Nat'l Bank bldg. Both men are graduates of the Big 4 freight department, and are known by every hay and grain buyer in the vicinity, as men of the best equipment and experience.

Columbus, O.—The 7th annual meeting of the Ohio Shippers Ass'n will be held at the Chittenden Hotel, Friday, June 3, 1910. The meeting will be called to order at 10 a. m. sharp, adjourning for luncheon at the Chittenden at 12 m. The afternoon session will commence promptly at 1:30, and continue in session until the business of the Ass'n is disposed of. At this meeting the election of officers will take place—president, 12 vice-presidents, treasurer and chairman of the executive committee, to serve for the ensuing year; also five members of the executive committee to serve three years, vice the terms expiring of S. G. Gilfillan, O. N. Townsend, J. N. Baldwin, John R. Flotron and B. F. Dulweber. The report of our legislative committee and the recommendations it will make will be of great interest. The proposed increase of freight rates will be considered, also further action will be taken in the matter of Ohio car service rules, both state and interstate. The officers earnestly request the attendance of all members regular and affiliated, and of all shippers and receivers, and active interest in all matters for the good of Ohio shippers and receivers.—J. W. McCord, sec'y.

## OKLAHOMA.

Thomas, Okla.—J. W. Tracy is a scooper.

Calumet, Okla.—The Farmers Grain Co. will repair its eltr.

Norge, Okla.—G. W. Thomas will remodel his eltr. and install some new machinery.

Enid, Okla.—Randels & Grubb will remodel all of their eltrs.

Gage, Okla.—We are not in the grain business.—Baker & Clark.

Pocasset, Okla.—Minter & Dunlap have succeeded W. H. Minter & Co.

Miami, Okla.—G. W. Niceley has equipped his eltr. with a Western Manlift.

Kingfisher, Okla.—The El Reno Mill & Eltr. Co. recently reorganized. G. H. Hodgins is manager.

Verden, Okla.—H. A. Burt has succeeded W. J. Snyder as agent for the Chickasha Milling Co.

Vinita, Okla.—The Oswego Grain & Seed Co. is installing a Western Warehouse Combined Sheller.

Waukomis, Okla.—C. J. Minet has purchased the eltr. of M. C. Groseclose, and will take possession at once.

Yukon, Okla.—Work has begun on the construction of the storage building of the Yukon Mill & Eltr. Co.

Waukomis, Okla.—M. H. Converse has bot the eltr. of the Home Grain Co. at this place and is now operating it.

Lindsay, Okla.—Keel & Son have purchased the eltr. of E. H. Lindsay and will spend about \$2,500 in remodeling.

Comanche, Okla.—We will install a new sheller and cleaner in our eltr.—Ed. B. Wolfe, mgr. Comanche Grain & Eltr. Co.

El Reno, Okla.—We are remodeling our mill here and getting ready for new crop.—A. R. Hocker, El Reno M. & E. Co.

Davidson, Okla.—Texas-Oklahoma Grain Co. incorporated; capital stock, \$50,000; directors; H. K. Greever, C. B. Greever, M. L. Greever.

Perry, Okla.—E. Wiegel, mgr. Perry Mills, will take a trip to Chicago, Wisconsin and Minnesota on a vacation, and will be gone four weeks.

Verden, Okla.—The Chickasha Milling Co. has purchased the eltr. of G. E. Estes & Co. Mr. Estes may go into the grain business at some other point.

Chickasha, Okla.—The eltr. of the Moore Grain Co. burned May 14th, together with 10,000 bus. of grain; insurance on building and machinery, \$8,000; building valued at \$10,000; fire was caused by lightning.

Oklahoma City, Okla.—The Oklahoma Grain & Eltr. Co., has been organized with a capital stock of \$150,000, and work upon the new grain terminal, either at the junction of the Frisco and Missouri, Kansas & Texas railroad, on the south side, or upon another site will be started immediately. The new terminal will have a capacity of 350,000 bus., and it is destined to make Oklahoma City an important factor in the grain market of the southwest. The officers of the new concern are: J. S. Hutchins, Ponca City, pres.; R. H. Drennan, Oklahoma City, vice-pres.; and Major Moberly, Oklahoma City, sec'y and treas. J. S. Hutchins is the head of the Oklahoma Grain Dealers Association, R. H. Drennan is the pres. of the Oklahoma City Board of Trade, and Major Moberly is the sec'y of that institution. A large block of the stock will be put upon the market in the next few days, and the raising of building funds is now under way. Among others interested in the proposition are, W. T. Brooking, of the Brooking Grain Co., and C. V. Topping, of the Oklahoma Export Co.



Oklahoma City, Okla.—Buran House, who recently engaged in the grain business on his own account, is conducting it under the name House Grain Co.

Lahoma, Okla.—R. M. Hiatt has purchased the eltr. formerly operated by the Lahoma Roller Mills. Randall & Grubb will repair their eltr.—C. E. Ramsey.

Pawnee, Okla.—Weaverling & Berry have leased the eltr. and mill formerly operated by the Pawnee Mill Co., and will engage in the milling and grain business.

Apache, Okla.—Mr. Wright, traveling auditor for the Chickasha Mfg. Co., has purchased the eltrs. formerly owned by Millers Grain Co. at Ft. Cobb, Carnegie, Anadarko and this place and will resign his position with that company Sept. 1. His headquarters will be at Anadarko, Okla.

## PENNSYLVANIA.

Williamson, Pa.—John D. Goldsmith has purchased the eltr. of Diehl, Omwake & Diehl.

Lancaster, Pa.—The 3-story grain eltr. and 5-story brick warehouse of J. W. Eshleman burned May 14, together with 30,000 bus. of corn and oats and several carloads of feed; loss on contents, \$40,000, and on building \$35,000. Fire is supposed to have been caused by a spark from a passing engine.

## PHILADELPHIA LETTER.

The latest new membership of the Commercial Exchange is the Hancock Grain Co., which has been reorganized and has succeeded the old firm of E. A. Hancock & Co., who were in the export trade for years.

The Commercial Exchange sent a strenuous representative committee consisting of Pres. Samuel Leech Mc Knight, Sec'y. Frank Marshall, James L. King, and H. De Witt Irwin, to make a strong protest against the passing of any federal grain inspection law by Congress.

Thru the spirited warfare made by former Pres. Scattergood, and Chairman William M. Richardson at that time at the head of the transportation committee of the Commercial Exchange, for the abolishing of the \$2 diverting charge per car, by the leading trunk lines between the West and this port, and the several points of reconignment, while not being able to get the transportation companies to do away with the charge, which the railroad authorities claimed was necessary to keep the cars moving promptly, they by way of compromise have agreed to extend the free time limit from twelve to twenty-four hours, and this change in the rules has just been filed with the Interstate Commerce Commission to take effect on June 15. Freight Traffic Manager George D. Dixon of the Pennsylvania railroad has notified James L. King, chairman of the transportation committee, that all of the railroads in the Eastern Trunk Line Association have mutually agreed to stand by this new regulation, covering all cars sent East in transit. The principal diverting points are Altoona, Renova, Sayre, Montrose, Green Ridge, Newberry Junction, Pa., and Cumberland Md. This should place the Western grain shippers over the Pennsylvania, Lehigh Valley, Philadelphia and Reading, and Baltimore and Ohio railroads in a position to increase as well as to facilitate their future business.—S. R. E.

## PITTSBURG LETTER.

Edward May & Sons are having a fair trade in flour and oats.

The Goemann Grain Co. of Toledo, from its Pittsburgh office reports a very good month in April.

Secretary Alexander of the local Exchange says that receipts have been light in both hay and grain for two weeks. The yards were nearly clear of stock last week and the trade on the Board has been correspondingly light.

R. V. Young will represent the Pittsburgh Grain & Flour Exchange on the trade booming excursion of the Pittsburgh Chamber of Commerce.

A petition in bankruptcy was filed in the United States Court, by Charles Wesley Culp, hay and grain inspector, of Pittsburgh, with debts of \$1,769.08; assets \$465.

D. G. Stewart & Geidel report the market slow. Fresh shell corn is just starting but they say that buyers are not bullish and there is nothing to warrant higher prices at present.

R. D. Ellwood & Co. report rye sales done practically for the summer as distillers have shut down for the most part. They say corn is harder to handle than two weeks ago and attribute the slump in general market to the favorable grain weather.

R. S. McCague says that there has been a fair trade in shelled corn and oats, especially the latter. The coal towns have not brought in new business that was anticipated after the coal strike was settled and buying, in general, is rather indifferent. A fair stock of oats is being sold but prices are dragging hard. Corn has been quite a good seller up to very recently although the opening this week is not at all propitious. The Pittsburgh market seems to be affected by the slump in the West, which, taken together with the fine growing weather, is keeping prices down. Rye is practically out of the market until fall. A little straw is moving at fairly good prices. Hay is rather an indifferent seller with demand spotted and usually light.

## SOUTH DAKOTA.

Madison, S. D.—E. A. Rippe fatally shot himself May 16.

Wilmot, S. D.—The Wilmot Farmers Co.'s eltr. will be enlarged this year.—C. C. Arnold.

Bradley, S. D.—The Farmers Eltr. & Mercantile Co., has decided to construct an eltr. of 20,000 bus. capacity.

Groton, S. D.—E. A. Kranhold has resigned the position as manager of the Farmers Eltr. Co., and J. Meyers has taken the position.

Burch, S. D.—The Cargill Eltr. Co. will put in a new direct spout, new approaches to the eltr., and other improvements.—D. E. Luhrs, agt.

Lily, S. D.—George Brown of Naples, and Jesse Jones of this place have purchased and will operate the new eltr., formerly owned by the Jones Bros. Grain Co.

Houghton, S. D.—A 40,000-bu. eltr. will be erected. Directors of the company are: R. Wells, George Pfutznerueter, J. C. James, J. C. Campbell, Theo. Tollefson.

Madison, S. D.—The Farmers Eltr. Co. is receiving bids for the construction of a new 45,000-bu. house, which will replace the structure recently destroyed by fire.

Verdon, S. D.—The South Dakota Farmers Eltr. Co. will probably purchase eltrs. from the Great Western Eltr. Co. The company has options on eltrs. at Brantford, Randolph, and Stratford.

Wakonda, S. D.—I have no successor at the Atlas Eltr. Co., Volin, S. D. The eltr. is being torn down and will be rebuilt at Beldon Neb. I am now manager of the Farmers Co-Op. Eltr. Co. here.—E. A. Harseim.

## SOUTHEAST.

Suffolk, Va.—The grain eltr. of the Virginia Mills, was totally destroyed by fire on May 10. Manager Simmons estimated the loss at about \$25,000.

## TENNESSEE.

Union City, Tenn.—The Hardy Grain Co. has been reorganized, and is now operating as the Union City Grain & Feed Co.

Lynnville, Tenn.—Smith Bros. of Birmingham, Ala., have acquired an interest in the Evans-Kerr Mill, and will begin operating the plant about June 1 under the firm name of the Lynnville Mill & Eltr. Co.

## MEMPHIS LETTER.

Rainer, Connel Co. has succeeded P. A. Partrick & Co.

The Stephenson Grain Co. has been incorporated as the Stephenson-Parsons-Grain Co., and has moved to Atlanta, Ga.

Farabee, Treadwell Co. is the style of a new grain firm recently admitted to membership in the Merchants' Exchange.

Jones & Rogers are now operating their new eltr. to full capacity, Kaucher Hodges & Co., having completed all the work.

John Wade & Son are erecting a two-story brick warehouse and office 95x170 ft. adjacent to their eltr. It will be fire-proof construction and have concrete floors.

An eltr. of 100,000 bus. capacity will be erected here, by Marshall Mott and H. B. Nedaroy of Portageville, Mo. The company will probably be known as the Mott Eltr. Co., and the investment will represent about \$50,000.

Otto Schwill & Co., wholesale seed dealers, have let contract to Kaucher, Hodges & Co., for a four-story fireproof seed warehouse, 101x160 ft. It will be on the Turner system of concrete construction and have concrete walls, ceilings and floors. The house will contain one leg, two automatic scales and one cleaner.

The Merchants Eltr. owned by J. B. Horton & Co., and operated by them in connection with J. C. West & Co., and McCord, Crockett & Kolp, was burned May 18, the fire being discovered about 11 p. m. Loss on bldg. \$30,000; insurance \$20,000. Loss on grain \$80,000; fully insured. The power plant and offices were not damaged. The elevator will be rebuilt but further from the business section if old site can be sold.

## NASHVILLE LETTER.

We have discontinued our business at Nashville.—Harsh Bros & Co., St. Louis, Mo.

Pres. E. A. Lindsey of the Nashville Board of trade, has appointed standing committees for the fiscal year. On the mill and grain committee are S. G. Douglas, chairman; Murray Hogan, Alex. C. Harsh, T. M. Logan, John A. Jones, Wm. E. Castle, and John A. Tyner.



A general creditors bill has been filed against the Neville Grain Co. The creditors are: Omaha Eltr. Co., \$4,418.75; Moore Grain Co., Kansas City, \$2,475; D. Rothschild Grain Co., \$1,362.50, and Union Grain & Eltr. Co., \$2,000.

W. J. Miller, Sr., of Miller & Company, Nashville, has filed a bill in chancery court against C. B. Simpson seeking to recover \$1,152.13, alleged to be the balance due on four cars of grain. Defendant was formerly a resident of Nashville.

The Nashville Grain Exchange has elected W. R. Cornelius, Jr., sec'y and treas. to succeed E. C. Hawkins who declined to stand for re-election. Mr. Hawkins has also resigned as manager of the Grain Exchange Clearinghouse but will hold over until his successor is elected.

J. B. McLemore, general manager of the company says the McLemore Grain Co., since its organization, has dealt exclusively in cash grain. In the past two years, and especially in the past few months, the conditions which confronted dealers in cash were distressing. The company has sustained large losses on account of depreciation in value of grain and the failure of its Southern customers. We owe nothing to banking institutions which is not secured, and our only liabilities are open accounts with bag companies. The failure of the McLemore Grain Co. will in no way affect the West End Eltr. Co., or the Tennessee Grain Co. with which I am connected.

## TEXAS.

Goree, Tex.—J. B. Wadlington & Co. is constructing an eltr.—Munday M. & E. Co., Munday, Tex.

Weatherford, Tex.—Hartnett & Bradfish contemplate installing a mill to grind cobs into very fine meal.

McGregor, Tex.—Cavett Bros. have purchased the interest of Hickerson & Edward in the McGregor Milling & Grain Co., but will not operate the mill this year. They will handle grain.

Lubbock, Tex.—The Lubbock Lumber & Grain Co. has sold its stock of lumber, paint, and hardware, and will continue in the grain and coal business under the firm name of the Lubbock Grain & Coal Co.—J. D. Quick, sec'y. and treas.

Justin, Tex.—Receiver Baker of the Citizens' Mill & Eltr. Co., of Justin has sold the property to Smith Bros. Grain Co. and the Anchor Roller Mills Co., of Ft. Worth. The new owners will operate the plant. A bankruptcy application alleging an indebtedness of \$35,000 was filed.

Denison, Tex.—S. C. Knauer and J. S. Knauer have formed the Knauer Grain Co. Altho the business is now confined to feed and grain, the new company is planning to build a milling plant. The Knaurs were for many years connected with the Knauer-Lindsay Grain Co., but recently disposed of their interests in that firm, which is now known as the B. J. Lindsay Grain Co.

Ft. Worth, Tex.—At the 12th annual meeting of the Texas Grain Dealers' Ass'n in the auditorium of the Board of Trade, May 26-27, Pres. H. T. Edgar will deliver the address of welcome on behalf of the Board, and R. M. Kelso, pres. of the Ft. Worth Grain & Cotton Exchange, in behalf of that body. The president of the Oklahoma Grain Dealers' Ass'n will address the convention. "Should Tele-

graf and Telephone Companies Be Placed Under Control of the Railroad Commission?" will be discussed generally. Paper—"Needed Amendments to Our Trade Rules"—J. A. Hughes of Howe, L. G. Belew, Pilot Point, and E. W. Rollow of Dallas. Sam H. Dixon, chief clerk of the Dept. of Agri., Austin, will discuss "The Necessity of Crop Statistics in Texas." Paper, "Abuses in the Grain Trade," E. W. Crouch, McGregor. Address, "Should Our Ass'n Go on Record as Favoring Federal Inspection of Grain?" Hon. J. D. Shannahan, Dept. of Agri., Washington, D. C. Paper, "Payment of Collect Telegrams and Telephone Calls," E. B. Doggett of Ft. Worth and I. S. Sewell of Vernon, Tex. Verbal reports on crop conditions will be given by E. W. Crouch of Temple; T. W. McGraw, Munday; J. W. Webb, McKinney; George Chapman, Sherman; R. W. Dillard, Midlothian; A. P. Hughston, Plano; G. P. Roquemore, Coleman, O. P. Lawson, McGregor; M. Marks of Crawford, Tex., and others. Paper, "Should the Receiver at Central Markets Pay Exchange on f. o. b. Purchases?" J. W. Jockusch, Galveston, and R. L. Brown of Lavon, Tex. E. D. Bigelow, sec'y of the Board of Trade of Kansas City, Mo., will discuss "Inspection of Grain at Terminal Markets—Is It Just and Fair?" Paper, "Time Limit for Making Returns After Cars Are Unloaded," H. Waldo, Muskogee, Okla., and J. F. Wieser, Hico, Tex. Paper, "The Moral Standards of the Grain Exchanges," George A. Wells, Western Grain Dealers' Ass'n, Des Moines, Ia. On Thursday evening the Ft. Worth grain dealers will tender a theater party to all members and their guests, and on Friday afternoon they will give a barbecue, listed as "a superb entertainment."—A.

## UTAH.

Ogden, Utah.—The Portage Eltr. Co., the Downey Eltr. Co. and the Cache Junction Eltr. Co. have been dissolved by an order from the district court. These companies were recently absorbed by the W. O. Kay Investment Co.

Salt Lake City, Utah.—The Farmers Grain & Milling Co. will erect three 50,000-bu. steel eltrs. to cost about \$18,000 each; one in the Malad valley, and two in the Cache valley. This company will also build six grain warehouses in the Cache valley, of 15,000 to 20,000 bus. capacity each, and the total cost of these structures will be \$18,000.

## WASHINGTON.

Seattle, Wash.—Warehouse No. 2 of the Seattle Grain & Warehouse Co. collapsed recently, spilling 60,000 bus. of wheat across the Great Northern siding.

Walla Walla, Wash.—H. H. McLean, pres. of the Farmers Union, has announced that an office would be opened in Chicago, and that the farmers expect to ship their grain direct, hoping to get a better price than the northwestern exporters are offering.

Olympia, Wash.—The Washington Supreme Court on May 11 declared the new state grain inspection law to be unconstitutional. The question came up when a shipper refused to pay the fee for inspection, as the inspection was not desired nor of any value to him. As the grain was not to be stored in a public warehouse nor offered for sale the Supreme Court held that the public has no interest when a shipper consigns grain

to himself, and the action does not come under the head of police regulation, and the act therefore cannot be sustained. The Puget Sound Warehouse Co. purchased a carload of wheat at Crescent and billed it to Tacoma. The Northern Pacific Railway refused to deliver it until the inspection fee of 75c was paid. The warehouse company went into court and the railroad company set up the law that requires them to collect the fee before delivery. The warehouse people attacked the law and won their point, after which the Northern Pacific dropped out and the Railroad Commission took the case.

Spokane, Wash.—The Farmers Warehouse Ass'n of the "inland empire," controlling approximately 40% of the 60,000,000 bus. of wheat harvested annually in eastern Washington and Oregon, in north and central Idaho and in western Montana, will be formally organized in this city June 10, under the direction of the Farmers Educational & Co-op. Union of America. The purpose is to pool the grain grown in this part of the Northwest and sell it in lots of not less than 100,000 bus. directly to millers and exporters, charging the growers not more than 1c per bu. for the handling and marketing. L. C. Crow of Garfield, Wash., state pres. for Washington and Idaho of the Farmers Union, and elected temporary pres. of the Farmers Warehouse Ass'n, explains the object to enlist all the farmers in the northwestern and coast states in this movement to control the grain output and place the industry on a profitable basis. He avers that no attempt will be made to advance prices but only to eliminate the middleman and turn the profits over the grain raisers.

## WISCONSIN.

Clinton, Wis.—I have been transferred from Boyd, Wis., to Clinton, Wis., as agent for the Western Eltr. Co.—O. J. Amundson.

Eau Claire, Wis.—The old Lakeside Eltr. is being remodeled by the Farmers Co-operative Products Co. and will be in operation July 1.

## MILWAUKEE LETTER.

Lyman-Smith & Co. announced suspension of business on May 10. Losses incurred in transit by reason of freight congestion were mainly responsible.

The grain receivers of the Chamber of Commerce are forming an organization among themselves for the advancement of mutual interests and protection in their branch of the trade. Arrangements are in the hands of C. F. Glavin, L. J. Keefe, E. H. Dammun, W. P. Bishop and E. H. Heimke.

We are indebted to H. A. Plumb, sec'y of the Chamber of Commerce, for the 52nd annual report of that body for the year ended Dec. 31, 1909, and the fiscal year of the Chamber of Commerce ended Apr. 4, 1910. It includes lists of the officers, directors, committees and members of the Chamber, official reports and rules.

Harry M. Stratton and P. P. Donahue, trading as Donahue-Stratton Co., will engage in the grain, flour and feed business on June 1, with offices in the Mitchell bldg. The new company will succeed the Charles L. Lull Co., and Mr. Lull, who is retiring from the grain and feed business, will give his attention to the grain salvage business. Both of the men now running the new firm are well known in the grain centers in the west.



## Change in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

In ICC No. 595, the N. Y. & Pa. announces rules governing allowances for grain doors and bulkheads; effective June 13.

To Atlantic seaboard and interior points; effective June 9. Chi. & I. M., Sup 2 to ICC No B35, grain from Chi & I M.

B&O S W, Sup 1 to ICC 6565 effective June 5; grain and grain products, from landings on Illinois River to New York, N. Y.; Philadelphia, Pa.; and Baltimore, Md.

In ICC No. 3839, effective June 15, the Norf & West announces rules governing elevation allowance on grain at Cincinnati, O.

From stations in Ohio, to points in Ohio and Detroit, Mich., effective, state May 20, interstate June 9, the Cin L & N has filed ICC 167, on grain and grain products.

Rules governing the handling of grain through transfer eltrs. at Washington C. H. and Circleville, O.; effective June 10. Cin & M V, ICC 338.

Effective June 14, rules governing shipment of wheat and corn, from St. Louis, Mo., and East St. Louis, Ill., to Galveston, Tex., Mo Pac ICC A1504.

In ICC Tariff No B5373, effective June 17, the L V announces rules and charges covering diversion of grain, grain products, hay and straw, at Sayre, Pa.

Effective June 6, rules governing absorption of elevation charges at Louisville, Ky., on grain destined to Charleston and Huntington, W. Va. C&O ICC 4856.

C C C & St. L has filed ICC 5281, on barley, corn, kaffir corn, rye, and wheat, from stations on C C C & St. L in Illinois to Pekin and Peoria; effective, state May 9.

Rules governing grain, grain products and hay, from stations on Cin B & C to points in C F A territory; effective, state May 16; interstate, June 6. Cin B & C, ICC 144.

In ICC Order No J2154, the P & R announces rules governing charges for diversions on grain and grain products at Newberry Junction and Rutherford, Pa., effective June 15.

Announcement has been made by the Pere M, ICC No 2364, effective, state, May 13; interstate, June 4, of rules governing charge and settlement of expense for grain doors, furnished for grain in bulk.

Effective June 9, rules governing handling of corn, oats, and wheat, C L, from points in Minnesota and Wisconsin, to stations on Ann Arbor and Manistee & N E have been filed by the M St P & S M, ICC 2749.

In Sup 5 to ICC No B1472, effective July 1, the C M & St P quotes rates on grain and grain products from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Wis., and rate points to points in C F A territory.

Rates effective June 7, governing shipment of grain and grain products from stations on Wabash in Indiana, Ill., Mich., and Ohio, to points in Ind., Mich., Ohio, Ky., Ill., and Mo., have been made by the Wabash, Sup. 2 to ICC 2111.

In ICC No. 756, effective June 15, the T. P. & W. quotes rates on grain from stations on T. P. & W. to Kentland, Ind.

In ICC No 2833, the N Y C & St L announces rules governing handling of grain at Buffalo, Buffalo Junction or East Buffalo, N. Y., when for transfer, elevation, storage, reconsignment or delivery at Buffalo, N. Y.; effective June 15.

Effective June 6, grain and grain products, from stations on Ill Cent in Iowa, Minn., S. D., Omaha, South Omaha, Neb., and stations on St P & N M and connections to all points in Miss., La., and Tenn., Ill. Cent, Sup 5 to ICC A7686.

In Sup 2 to ICC No A7786, effective July 1, the Ill Cent quotes rates on grain and grain products from Council Bluffs, Ia., Omaha and South Omaha, Neb. (originating beyond) to stations on Ill Cent and to East St Louis and St. Louis, Mo.

Effective state May 20, Interstate, June 8. C H & D Sup 6 to ICC No 2373, quotes rates on grain and grain products from stations on C H & D and Toledo. Terms to points in Ill., Ind., Iowa, Ky., Mich., Mo., N. Y., O., Penn., W. Va., and Canada.

Rules governing allowances for temporary doors furnished to cars for shipment in bulk grain; effective between points in Canada, May 7; between points in United States and Canada, June 7, have been announced by Can. Pac. in ICC No W389.

In Sup 16 to ICC No 6907, the C & N W quotes rates on grain and flaxseed between Chicago, Ill., Peoria, Ill., St. Paul, Duluth, Minn., and stations in Iowa, Minnesota, North Dakota and South Dakota; effective, in Minnesota, May 12; interstate, June 14.

In Sup 16 to ICC No 6907, effective June 14, the C & N W quotes rates on grain and grain products between Chicago, Ill., St. Paul, Minneapolis, Minnesota Transfer, Minn., Duluth, Minn., and La Crosse, Wis., and Winona, Minn., and points in Minnesota.

In Sup 1 to ICC No 2452, effective June 15, the Vandalia announces rules and regulations on grain governing allowances for transfer, car service, storage, weighing, stop-off, diversion, reconsignment, milling, mixing, shelling and transit privileges and table of estimated weights.

## Exports.

Buckwheat amounting to 155,037 bus. was exported during the 9 months prior to Apr. 1, against 32,087 bus. during the corresponding period of the previous year.

Malt amounting to 105,322 bus. was exported during the 9 months ended Apr. 1 against 127,318 bus. exported during the 9 months prior to Apr. 1, 1909.

Linseed oil cake amounting to 479,765,874 lbs. was exported during the 9 months compared with 561,679,367 lbs. exported during the corresponding period ended Apr. 1, 1909.

Broomcorn valued at \$223,834 was exported during the 9 months prior to Apr. 1, 1910, against \$205,510 worth exported in the same period ended Apr. 1, 1909.

Hay amounting to 44,500 tons was exported during the 9 months compared with 51,784 tons exported during the same time ended Apr. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

A clever key-tag puzzle is being sent out by the Murphy Grain Co. Knute is to blame.

## Basil Burns.

Basil Burns, who has been identified with the grain receiving business of Buffalo for a number of years, has engaged in the grain receiving business on his own account. In former years he was identified with Burns Bros. and the Burns-Yantis Grain Co. and did practically all the traveling for the latter firm, so he is well known to the trade and is thoroly



Basil Burns, Buffalo, N. Y.

posted on the Buffalo board and those who buy in that market. His long experience should enable him to handle consignments to advantage.

## New Method of Extracting Linseed Oil.

In the old method of extracting the oil from flaxseed the ground seed is heated and spread in layers in a press. Under the hydraulic pressure the oil oozes out thru the sacking, which retains the ground seed. A great deal of the labor required by this process was done away with by the introduction of the ether or bisulfid of carbon process, wherein these liquids are used to dissolve the oil and afterward distilled off and used over and over again.

The latest invention to extract the oil from flaxseed consists of a barrel built of wedge-shaped steel bars, containing a screw conveyor of heaviest construction. The ground and heated seed is forced by the screw to one end of the barrel, which is almost closed by a steel cone, leaving a narrow opening thru which a layer of oil cake a quarter of an inch thick is squeezed, while the expressed oil oozes out between the steel bars of the barrel.

The new method is continuous and keeps even pace with the grinding. No time is lost between the heaters and the extractors, consequently the seed does not cool off. This process is in use in the new mill of the Manitoba Linseed Oil Mills, Ltd., at St. Boniface, Man., the extractors there turning out 1,600 gallons of oil per day.

The man who farms more land than almost any other in the United States is James N. Fike of Colby, Kan., who controls 10,200 acres in Thomas county. Wheat is his favorite crop.



### Prehistoric Wheat.

As far back as history is recorded wheat has always been a cultivated crop, never producing itself without man's care, consequently the discovery by Dr. Aaron Aaronsohn of a wild wheat in Palestine marks an epoch in agriculture.

"The most remarkable characteristic of this wild wheat," says Dr. Aaronsohn, "the thing which has raised the expectations of botanists and agriculturists, is its amazing hardness and adaptability. To the eye of the ordinary farmer it does not differ so much in appearance from our present varieties of wheat. It is different, however, in a number of important particulars.

"For instance, in this hardness and adaptability it is far more valuable than any wheat we know. Apparently it will grow anywhere. I found it on the banks of the Jordan, with a climate very like that of California, and I found it also a few miles away on the rocky sides of Mount Hermon, which is covered with snow. Not only does the climate seem to make no difference, but apparently it will grow in any kind of soil. It seems to thrive on the very minimum of nourishment. I have found it growing in the crevices of a rock, in places where only the hardest weeds will thrive, and where certainly no cultivated grain could ever exist.

"The wonderful adaptability of this plant does not only mean that a great part of the arid and semi-arid regions of the world, now practically barren and useless to man, can be cultivated with this wheat. It also means that the mountains and cold regions of the world can grow their wheat in abundance. Norway and Switzerland, for instance. There seem to be no climatic conditions, no soil so poor that this plant won't thrive in it.

"The qualities of our cultivated wheat, as compared to its wild progenitor, are not such that men can be vain about the improvement they have made in wheat in their 40,000 years of nursing. They have made the wheat little more than degenerate. But at least it may be a source of pride that with our improved scientific

methods we will be able to change this wild wheat, with all its hardy virtues, to a greater extent within ten years than has been done so far in 40,000 years."

### A Remodeled Oklahoma Elevator.

Progressive grain dealers do not hesitate to go to heavy expense in remodeling buildings which, tho sufficient at the time of their erection, have proved inadequate to a developing business. Accordingly the Mangum Mill & Elevator Co. when rearranging its plant at Mangum, Okla., decided to make it up-to-date in every way and awarded the contract to J. A. Horn.

The foundation was reinforced with concrete, a new pit made and retaining walls put in. The driveway was moved to the outside, using the space it occupied for bins and increasing the capacity of the house. The cupola was widened 8 ft.

The engravings herewith represent longitudinal section plan of cupola and head house, plan of basement and machinery, and work floor and driveway plan.

Two additional elevator legs were installed, making three in all, each equipped with 7-duct, cast iron, Weller Distributing Case, each leg reached by a 6-inch Reynolds Distributor from the double receiving separator on the work floor.

In the basement are three 9-inch screw conveyors, two from the driveway dumps and one to carry grain from bins to leg. All spouting is 16-gage plain riveted pipe, and the loading out spouts is 14 gage, fitted with chain flexible spout. Under the hopper scale is the No. 6 Invincible Oat Clipper on the work floor.

The building is 66 ft. high, 54x30, and the detached power house is 30x30 ft. Power transmission is by rope thruout. Four strands leave the 150-h.p. engine and when inside the building two strands go to the cupola and two to the basement. On the engine shaft is a 40-h.p. Weller Standard Friction Clutch, to be operated on working floor, 76 ft. away, or in engine room.

### Exports of Glucose, Corn Oil and Cake.

During the 9 months prior to Apr. 1 we exported 79,493,003 lbs. of glucose, 9,254,509 lbs. corn oil and 36,952,681 lbs. corn oil cake; against 72,319,610 lbs. glucose, 16,545,750 lbs. corn oil and 39,493,075 lbs. of corn oil cake during the corresponding period ended Apr. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

### Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 9 months ended Apr. 1, 1910, amounted to 162,067,771 lbs.; compared with 154,540,881 lbs. during the corresponding period prior to Apr. 1, 1909.

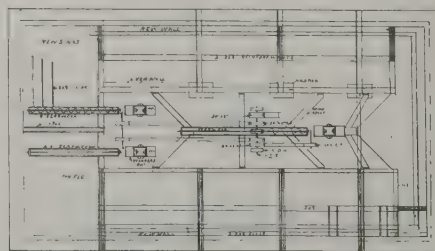
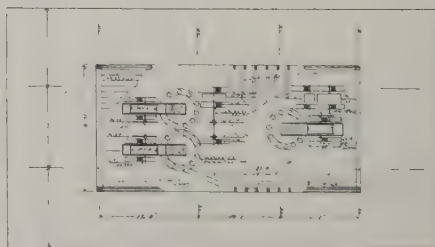
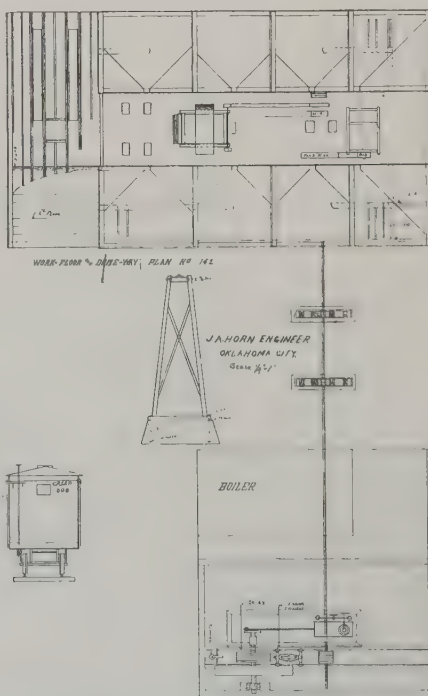
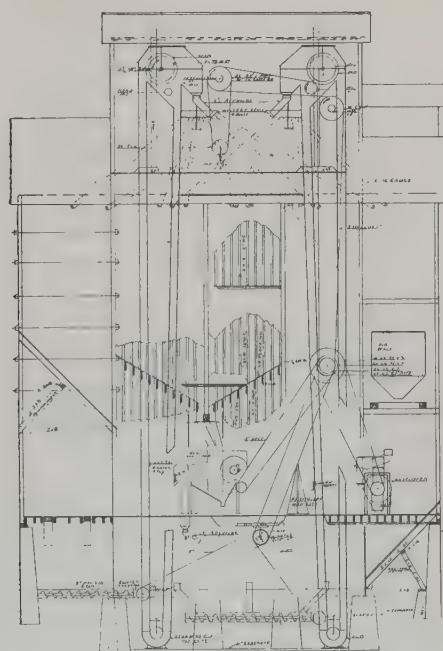
Exports of rice, rice bran, meal and polish during the 9 months aggregated 21,328,969 lbs. compared with 19,095,963 lbs. during the corresponding months ended Apr. 1, 1909.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the 9 months 6,147,646 lbs. against 5,500,164 lbs. re-exported during the 9 months ended Apr. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

E. T. Bedford says that the low price of Argentine corn, which has enabled foreign manufacturers to produce at a lower cost than was possible in this country, has resulted in the shrinkage of the exports of glucose products.

As an evidence of respect for King Edward and an expression of sympathy for the people of the British Empire the Chicago Board of Trade and other American grain exchanges stood adjourned for an hour and a half on the morning of May 20.

Charles J. Kershaw, at one time one of the greatest speculators in wheat in this country, died May 9 at Tacoma, Wash. Kershaw, Scotch by birth, started in the commission business in Milwaukee when that city was the wheat market of the country, and after successfully engineering a big wheat corner there, he came to Chicago. In June, 1887, he ran the wheat deal for E. L. Harper of Cincinnati, and in this corner Kershaw was left with 58,000,000 bus of wheat on his hands, losing every cent he had.



Longitudinal Section, Plans of Basement and Machinery, Cupola and Work Floor of Elevator at Mangum, Okla., of Mangum Mill & Elevator Co.



## Grain Carriers

The big Poe lock at Sault Ste. Marie has been opened.

The Lakes-to-the-Gulf Deep Waterway Ass'n is making appeals for contributions.

The Wamego & Rock Creek Valley Ry. will receive bids for grading 20 miles of line from Westmoreland to Wamego, Kansas.

The railroad commission of Montana requires carriers to furnish doors for cars or pay shippers the expense of furnishing them.

Western shippers met at Omaha May 24 to fight the increase in transportation rates. The Commercial Club invited delegates from Chicago, Peoria, Kansas City, Sioux City, St. Joseph, Wichita and St. Louis.

The Suez Canal Co. proposes reducing the dues by 50 centimes on Jan. 1 next, making it, therefore, 7.25 f. instead of 7.75 f. per net register ton for laden vessels. The canal company is making fabulous profits.

The New England Board of Trade of Boston has appointed a committee of six to protest to the interstate commerce commission against the new demurrage rules which only allow two days free time for unloading cars.

A new record for cargoes was made on May 10 when the steamer J. H. Barlow at Duluth loaded 340,000 bus. oats, and 127,000 bus. barley, a total of 467,000 bus. The best previous record was held by the steamer W. B. Kerr, with 462,373 bus.

The Cobb & Elliott Grain Co. has been granted a refund of \$132 by the Interstate Commerce Commission on account of an overcharge by the Pecos & Nor. Tex. Ry. Co. on 2 cars of kafir corn forwarded from Plainview, Tex., to St. Louis, Mo., Feb. 25 and Mar. 5, 1909.

The Oregon Trunk Line has awarded a contract providing for the construction of 125 miles of its line from Madras, Ore., south to the northern boundary of the Klamath Indian reservation, at an estimated cost of \$3,500,000. The Oregon Trunk Line is the new road being built by James J. Hill from a connection on its North Bank road, on the Columbia River, Spokane, Portland & Seattle Ry., south along the Deschutes river valley into the vast undeveloped country in the interior of the state of Oregon.

The railroad bill which was passed by the House and is now being considered by the Senate provides regulations for exchange and return of cars to prevent shortage; contains a provision to prevent issuance of watered stocks and bonds; enables the Interstate Commerce Commission, to which it has given control over classifications of freight the authority to establish thru routes and to make division of rates between railroads; requires the railroads to correctly quote thru rates, and names penalties for misquotations; empowers the Commission to make inquiry as to the reasonableness of rates; permits the Commission to suspend the new rates 120 days; and gives the shipper a right to designate the route, if two or more routes are available, by which his freight shall go.

Grain shippers at interior points are frequently charged the exorbitant combination of locals when reaching a consuming point by a direct routing. These combinations are so unreasonably high that the Interstate Commerce Commission promptly awards reparation as in the case of the Ocheltree Grain Co., which paid 45c on a carload of corn from Ninnekah, Okla., to Lettsworth, La., and was awarded reparation on the basis of 31½c per 100 lbs. The shipment was made in December, 1905, and reparation was granted May 2, 1910, with interest on \$53 from Jan. 13, 1906.

The creation of an official shippers bureau under federal supervision for the purpose of settling disputes between the railroads and commercial interests is proposed in the House by Congressman Rodenberg of East St. Louis. The bill provides for national incorporation of the United States Shippers' Protective Ass'n, which already is incorporated in Illinois, and of which W. T. Sawyer and W. O. Weihe of Nashville, Ill., are pres. and sec., respectively. It is provided that the freight claims' clearing house shall have a board of seven members, to be appointed by the interstate commerce commission, four of whom shall be recommended by the shippers of the country and three recommended by the railroad interests.

## Books Received

**ROLLING WHEAT** increases the average yield 5 bus. per acre, as demonstrated by 4 years' experiments, summarized in Bulletin No. 30 of the Nebraska Agri. Exp. Sta., Lincoln, Neb.

**STATISTICAL ANNUAL** for 1910 of the grain and provisions trades, for the year ending Mar. 1, is a 32-page pamphlet replete as usual with tabulated statistics of interest to dealers in grain and provisions. Compiled by Chas. B. Murray, Cincinnati, O. Price, 25c.

**IRRIGATION OF GRAIN**, issued by the Department of Agriculture, contains information regarding methods of applying water, flooding from field ditches, making field ditches, flooding between borders, flooding in checks, furrow or corrugation irrigation, when to irrigate, quantity of water required, relation of irrigation to rate of seeding, danger of failure, value of irrigated land, and cost of growing and returns. Farmers Bulletin 399, U. S. Dept. of Agriculture, Washington, D. C.

**BLEACHED FLOUR.**—For a comprehensive statement of the arguments against the bleaching of flour those interested will do well to consult Notice of Judgment No. 382, issued May 14 by the U. S. Department of Agriculture, containing all the testimony taken before a commissioner appointed by the court in the case of the Aetna Mill & Elevator Co., of Wellington, Kan., including the evidence by Professor J. H. Shepard and others that bleaching made the bread less digestible. Notice of Judgment 382, 47 pages, U. S. Dept. of Agri., Washington, D. C.

**STATISTICAL ANNUAL.**—Of all the statistical publications appearing annually, that issued by the Market Record is the most valuable to the grain merchant. Its contents have been selected with reference to the needs of those who carry the risk, be they speculator, merchandiser or country shipper. Price movements are well covered in 32 pages giving daily quotations for cash grains and the opening, high, low and close of the two active futures. The receipts and shipments, daily, weekly, monthly and yearly are given for all the principal commodities; the inspection of all grades of wheat by months; a comparative table of the Minneapolis and Chicago option markets for 12 years; prices of grain for 41 years; the elevator and milling capacity of various cities; the receipts and shipments of different grains at each of 18 different markets for 5 years; crop and general statistics of the Northwest and the world; grades of grain, hay, import and export duties. Flexible cloth, 200 pages. Daily Market Record, Minneapolis, Minn. Price, \$1.

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We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

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# Seeds

New York exports of clover seed for the week ending May 21 were 325 bags.

J. E. Farrington of Chickasha, Okla., reports "The seed business was good during the past year; the demand for seeds was never better; prospects for the coming season are good; we look for another good year in the seed business."

Interesting exhibits of seeds are being made this year at the Universal Exhibition, Brussels; and the Industrial Exhibition, Allenstein, by Conrad Appel, the well known seedsman of Darmstadt, Germany, who already has captured a list of medals at international exhibitions.

The June 1 crop report of the government will be followed by a supplemental report issued June 9 covering the condition on June 1 of clover, alfalfa, spring pasture, bluegrass for seed, hemp, Canadian peas and lima beans; with the acreage of clover compared with last year.

Toledo received during the week ending May 21 3 bags, of clover seed, compared with 503 bags during the corresponding week in 1909. No clover seed was shipped out during the week ended May 21, while 30 bags were shipped out during the corresponding week in 1909. A. Gassaway, sec'y Produce Exchange.

A general review of seed production and marketing in Denmark, Great Britain and Ireland is given by Hollmann and Skalweit in the *Ber. Land. u. Forstw. Auslande*, 1909, No. 20, including notes on the principal grasses and clovers.

Analyses of 13 samples of alfalfa seed are given in Bulletin 158 of the Purdue Agricultural Exp. Sta. In these samples sent in by farmers were found 30 different kinds of seed, and as many as 12 to 15 kinds in a single sample. Weed seeds varied in number from 90 to 10,980 per lb., showing the need of care in buying alfalfa seed.

Growing clover for seed and forage in northern Wisconsin is the topic of Wis. Sta. Bull. 183, by R. A. Moore and E. J. Delwiche. An average yield of 1.84 bus. per acre was obtained on the 83,288 acres devoted to clover seed production in Wisconsin in 1905, whereas in 1908 the average yield on 13 northern Wisconsin farms was 2.75 bus.

London, Eng., May 9.—The demand still continues for spring sowing seeds. Clean English reds as well as sifted French, Russian and Chilian, favor buyers. Alsikes firm in both Canadian and American seed. Whites: Stocks light, prices very firm. Trefoil scarce and unchanged. Provence, lucerne, also timothy, dearer. In grasses, French-Italian and English-Italian firm. Irish-Italian rising. Perennials, New Zealand cocksfoot and Meadow Fescue unchanged.—John Picard & Co.

A description of the leaf spot disease of alfalfa, observed in Austria during 1909, is given by F. Bubak in the *Wiener Landw. Ztg.* 59, No. 93. The fungus produces two kinds of spots, small brownish-red or purplish spots, which are sterile, and larger, leathery-brown ones occurring on the leaf and involving considerable of its tissue. It is thought that this disease is probably identical with one observed some years before in northern Italy, although there are some differences in the spore character of the fungi.

Chicago received during the week ending May 21, 161,000 lbs. timothy seed, no clover seed, no other grass seeds, and 24,000 bus. flaxseed; against 703,986 lbs. timothy seed, 81,889 lbs. clover seed, 381,400 lbs. other grass seeds, and 35,000 bus. flaxseed, received during the corresponding week a year ago. Shipments during the week have been 57,700 lbs. timothy seed, no clover seed, 199,400 lbs. of other grass seeds, and 2,100 bus. flaxseed; against 79,854 lbs. timothy seed, 31,800 lbs. clover seed, 405,280 lbs. other grass seeds, and no flaxseed, during the corresponding week of 1909.

Bulls expect the growing crop of clover seed to have some troubles. It could not look any better than it does at present, both home and abroad. Country bulls are the chief longs. They shut their eyes to the crop prospect, look at the price and pray for crop scares if not real damage. Large dealers appear to be the principal shorts. Some have sold October and December as a hedge against their remnants of old seed. Futures now require new crop seed to fill and have a speculative value greater than cash seed. There may be some summer demand for cash, but it will develop later.—C. A. King & Co.

Imports of clover seed during the nine months prior to Apr. 1, amounted to 11,312,051 lbs.; flaxseed, 1,753,589 bus.; compared with 10,640,943 lbs. of clover seed and 51,369 bus. of flaxseed imported during the corresponding period prior to Apr. 1, 1909. Exports included 6,583,498 lbs. of clover seed; 64,787 bus. flaxseed, 23,489,036 lbs. of timothy seed and other grass seeds valued at \$566,551; compared with 15,375,105 lbs. of clover seed, 880,206 bus. flaxseed, 20,446,694 lbs. timothy seed, and other grass seeds valued at \$424,051 exported during the nine months ended Apr. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Imports and Exports of Beans.

Beans and dried peas amounting to 837,742 bus. were imported during the 9 months prior to Apr. 1; against 2,031,960 bus. during the 9 months ended Apr. 1, 1909.

During the 9 months prior to Apr. 1, we exported 305,001 bus. of beans of domestic and 60,270 bus. of foreign origin; against 235,349 bus. of domestic, and 53,570 bus. of foreign origin, during the corresponding months ended Apr. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Exports of Breadstuffs.

Our exports of domestic breadstuffs during the ten months prior to May 1 included 41,632,264 bus. wheat; 30,769,564 bus. corn; 1,129,182 bus. oats; 218,436 bus. rye; 4,098,564 bus. barley; 7,944,710 bbls. wheat flour; compared with 62,484,935 bus. wheat; 33,504,012 bus. corn; 1,386,621 bus. oats; 1,264,011 bus. rye; 6,342,601 bus. barley; and 9,482,708 bbls. wheat flour exported during the ten months prior to May 1, 1909. The total value of all breadstuffs exported during the ten months ending April 31, was \$110,892,825, against \$139,750,000 during the corresponding period prior to May 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

After taking a bath in the tail of the comet old Mother Earth feels very much refreshed and promises good crops of all cereals.

## Protest Against Rate Increases.

Nation wide agitation against increases in railroad freight rates, which, it is estimated, will cost the shippers of the United States \$100,000,000 a year if the advances become effective, became centered in Chicago on May 18, at the meeting called by the Illinois Manufacturers Assn., at which nearly 200 representatives of the leading commercial institutions of the country assembled to consider ways and means of blocking the proposed increases.

The railroads will endeavor to make a general advance in the rates in the entire territory between the Mississippi river and the Atlantic seaboard north of the Ohio river, effective about Sept. 1, which will also affect practically all thru freight rates in the country except the transcontinental rates. The proposed advances will range from 8% on sixth class matter to 20% on the first three classes, with corresponding increases on commodity rates.

The shippers claim that the financial conditions of the railroads do not warrant any general advance in the rates at this time, but would afford a better argument for reductions, and the organization requests that the proposed rate advance be suspended pending a complete investigation by the Interstate Commerce Commission. A committee of 17 has been appointed to carry into effect a plan of arbitration, and, if failing in conciliatory methods, an injunction will be asked in the courts to prevent any advance.

Officials of the principal railroads have contended that "the increased cost of operation in recent years justifies and necessitates an increase in freight rates." An analysis of the statistics filed by the railroads and compiled by the Interstate Commerce Commission, notwithstanding such increased cost of operation, indicates the net income per mile of road in 1907, has increased by 345% over 1897; and the statements filed by railroads with the Interstate Commerce Commission for the first seven months of the year ending June 30, 1910, indicate an even more favorable net income than for the same period of time ending a year previous, which was said to be the banner year for the railroads.

In an outline of the definite steps that may be undertaken as a result of the conference, the shippers found that they were at a disadvantage in selecting a legal remedy, there being only two from which to choose. One is a complaint that the rate is unreasonable, to be filed with the Interstate Commerce Commission after the railroads have put their schedules into effect, and the result would be that in the course of two or three years the shipper will get to the point where the commission is ready to decide the case, and if the commission should decide in the shipper's favor, it would take another two or three years in the courts to contest the claim. This would be a rather expensive and probably a useless proceeding.

The other course, application for an injunction, will at least assure a hearing before the rate goes into effect. Bonds would have to be given by those applying for an injunction, and \$250,000 would not be an uncommon bond in a case of this kind. If the shippers can find no other means of redress they have decided that there must be a combined action and responsibility to take this step. A permanent organization has been formed by the shippers represented at the Chicago convention, with John E. Wilder of Chicago pres., and E. E. Williamson of Cincinnati,



sec'y. To confer with the carriers a committee was appointed, with R. F. Spencer, of St. Louis, chairman.

## Supply Trade

Said a quiet little man with tired little feet,  
"I wish I had something nice to eat."  
Said another little man with a vacant little stare,  
"I wish I had something new to wear."  
Said a third little man with a strange little squeal,  
"I wish I had an automo'b-e-e-l'."  
"Now look here," said the printer, (and the printer was wise,)  
"You can have all these things if you'll ADVERTISE."

—Exchange.

"The Secret of Success is Constancy to Purpose."—Disraeli.

The Seckner Co., elevator builders, has moved its office to 803 Rookery Bldg.

Mrs. B.—Oh, my advertisements call for good-looking lady help.—Boston Transcript.

Mrs. A.—How do you manage to have servants come trooping to you? I've advertised and hardly got a reply.

Fred Friedline of Fred Friedline & Co., Chicago, passed the cigars last week among his friends, the occasion being the birth of a son and heir.

The Duplex Grain Door Co., Ltd., Winnipeg, Man., has been incorporated under Dominion laws with capital \$25,000 by W. Robinson and W. G. Douglas of Winnipeg.

The Reliance Engineering & Equipment Co. has been organized at Milwaukee, Wis. C. A. Tupper, who has been with the Allis-Chalmers Co. for several years, is manager.

C. H. Sterling, who has represented the Invincible Grain Cleaner Co., for several years in Ohio territory has recently opened an office in Toledo, O. He receives his mail at the Jefferson House.

The Union Iron Works, Decatur, Ill., recently shipped a No. 16 "Western" Warehouse Sheller to Asia Minor and a No. 5 to Cia Importadoro de Maquinaria, S. A., Ujalisco, Chiapas, Mexico.

The Osborne & Sexton Machinery Co., Columbus, O., has added to its line of elevator machinery and is now fully prepared to furnish to prospective customers quickly any supplies or repairs for elevators or mills.

The Union Iron Works, Decatur, Ill., is planning to take care of the grain dealer visitors at the coming Illinois meeting at Decatur, June 7 and 8, and give them an opportunity to see their line of elevator machinery.

A fire on the roof of the Maroa Mfg. Co.'s factory May 5th was discovered in time to keep it from doing serious damage. With the aid of buckets and salt water it was put out before the fire department arrived.

The J. I. Case Threshing Machine Co. is taking the entire output of portable corn shellers manufactured by the Union Iron Works of Decatur, Ill. Their first order consisted of sixty shellers to be used as samples.

The Jeffrey Mfg. Co., Columbus, O., has recently issued a new catalog describing the Jeffrey Crushers and Pulverizers. These machines are made according to the "flail" principle applied after modern scientific methods and present several unique features.

The Hall Distributor Co., Omaha, Neb., has sold Hall Signaling Distributors to the W. J. Savage Co., Knoxville, Tenn., the York Foundry & Engine Works, York, Neb., and the P. H. Pelkey Construction Co., Wichita, Kan., to be installed in plants which they are equipping.

Albert Stritmatter, secretary of the National Gas and Gasoline Trades Ass'n, Cincinnati, O., is sending out the programs of the annual convention to be held in Cincinnati June 13 to 16 inclusive. The list of speakers is unusually good and from present indications there will be a large attendance.

Nicholas Cornelius, pres. of the Cornelius Mill Furnishing Co., St. Louis, Mo., died at his home Thursday, May 19. Mr. Cornelius has been sick for more than a year with cirrhosis of the liver, but recently hopes for his ultimate recovery have been entertained, hence his passing away was unexpected. He leaves a widow, a son, John W. Cornelius, who succeeds him in business, and a daughter. The funeral was held Sunday, May 22.

The B. S. Constant Co., of Bloomington, Ill., writes that it has never enjoyed a larger sale for same time of any other year and especially on B. S. C. Chain Feeders and Conveyors, U. S. Corn Shellers, Self-locking Rail Dumps and Ball Bearing Man-lift. Improvements and better facilities for getting out the machinery make prompt shipments possible and they are very thankful to the trade for appreciating the advantages they offer.

## Feedstuffs

Remember the annual convention of the National Ass'n of Feed Dealers at Minneapolis June 21 and 22.

The McEwen Grain Co., of Kansas City, Mo., has pleaded guilty to a technical violation of the food and drugs act. A sample of 400 sacks of corn chop shipped into Louisiana lacked four-tenths of one per cent of containing the proportion of protein called for.

The Pure Feed and Grain Dealers Ass'n of Philadelphia, comprising the majority of the retail traders, held a meeting in the Bourse recently, where they decided to protect all of their members in good standing from unjust and vexatious suits and prosecutions under the Pennsylvania pure feed laws. C. J. Shaunce is pres. and George B. Moore, treas.—S. R. E.

The influence of stock foods on the digestibility of a corn ration fed to swine is the subject of Bulletin 113 of the Iowa State College Experiment Station, recently published, giving the conclusions drawn from a 55 days' test, which showed that the medicinal stock foods did not have any beneficial effect on the digestion, that the condimental stock foods with corn required more feed than when corn was fed alone. The experiments shattered the claims for the spices, barks, roots and herbs alleged to be scientifically compounded.

The Duluth-Superior Milling Co. has installed a durum-grinding outfit with a capacity of 300 bbls. in the Daisy Mill. It is the intention to build up a trade in durum wheat flour for both domestic and export trade.



### Cover's Dust Protector

Rubber Protector \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.

## ELEVATOR PAINTING

We contract to paint your elevator. Our experience enables us to do such work for you satisfactorily and economically.

Write for prices,

BOLMEIER BROS.

ERIE, N. D.



YOU can sell more paint than anybody in your town and add a large sum to your annual profit if you will take our agency for

## STANDBY BARN PAINT

¶ We create the demand for the goods, we give you the exclusive sale in your vicinity. We have jobbers near you so it is not necessary to buy a large stock. And we back up our advertising with the best wearing, best colored, finest ground paint that it is possible to make.

Now is the time to stock up.

**Wadsworth-Howland Company**

Fulton Street, Corner Carpenter  
CHICAGO, ILL.



## Supreme Court Decisions

**Delivery to Connecting Carrier.**—A car is delivered to the connecting carrier when it is placed on its transfer track, and it is notified of that fact.—*McMillan v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Iowa. 124 N. W. 1069.

**Connecting Carriers.**—A connecting carrier which has received a portion of a single shipment is presumed to have received the entire shipment.—*McMeekin v. Southern Ry. Co.* Supreme Court of South Carolina. 67 S. E. 745.

**Damages for Buyer's Refusal to Accept.**—The buyer, on refusal to accept the shipment of potatoes, is liable only for the difference between the contract price and the amount realized on resale by the seller.—*Ziegler v. C. J. Gerlach & Bro.* Court of Civil Appeals of Texas. 125 S. W. 80.

**Loss on Connecting Lines.**—The delivery by a terminal carrier of a part of a single shipment for the whole of which it has receipted raises a presumption that the loss of the part not delivered occurred on its line, so as to require it to show the contrary.—*Harter v. Charleston & W. C. Ry. Co.* Supreme Court of South Carolina. 67 S. E. 290.

**Operator Not Agent for Sender.**—The agent of a telegraph company who receives a message by telephone, is not thereby made the agent of the sender though the company requires all messages to be given in writing, if the sender does not know of such requirement.—*Gore v. Western Union Telegraph Co.* Court of Civil Appeals of Texas. 124 S. W. 977.

**Carrier's Liability.**—The liability of a railroad company as carrier ceases when the goods are ready for delivery at destination, and the consignee has had a reasonable time within which to remove them, after which the company's liability as warehouseman begins, rendering it liable only for loss resulting from negligence.—*Knight v. Southern R. Co.* Supreme Court of South Carolina. 67 S. E. 16.

**Wrongful Expulsion of Ass'n. Member.**—While a member of a voluntary association may be expelled in accordance with the provisions of its constitution, which becomes a part of the contract of membership, if expelled in violation of his contract of membership he may sue in equity to protect his rights and compel his reinstatement.—*Krause v. Sander.* Supreme Court of New York. 122 N. Y. Supp. 54.

**Connecting Carriers.**—In an action against an initial carrier for loss of goods, in which it produced a receipt from a connecting carrier differing from the original B/L as to the destination designated, the burden was on the initial carrier to show that its failure to extend to the connecting carrier proper instructions did not cause the loss.—*Chartrand v. Southern Ry. Co.* Supreme Court of South Carolina. 67 S. E. 741.

**Recovery for Carrier's Delay.**—In order to recover for delay in transportation of cotton by an initial and a connecting carrier, under Rev. St. 1895, §§ 4494, 4496, allowing special damages of 5 per cent per month on the value of a shipment from the time it should have been delivered, the petition should allege the dates the shipments were delivered to the connecting carrier, since otherwise there was nothing to show negligence of the initial carrier between the time it received the shipment until delivery to the connecting line, or of the connecting carrier between the time it received the shipments and delivered them to the consignee.—*Dorrance & Co. v. International & G. N. R. Co.* Court of Civil Appeals of Texas. 126 S. W. 694.

**Time to Notify Carrier of Loss.**—Where a stipulation in a B/L providing for notice of loss within 30 days is unreasonable and void, the time of giving notice is not at large and governed by the three-year statute of limitations, but notice must be given in a reasonable time, since such stipulation is not a statute of limitation restricting time of suit.—*Deans v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 67 S. E. 332.

**Crop Lien.**—In proceedings to foreclose a lien for agricultural supplies, in which the lienor gave bond and recovered the crop, but did not, within 30 days after the sale, serve written notice and affidavit that the amount claimed was not justly due, as required by statute, judgment could be entered against the sureties on the bond, though they were not before the court.—*Lightsey v. Rentz.* Supreme Court of South Carolina. 67 S. E. 456.

**Delay in Shipment.**—Where goods are shipped under circumstances importing absolute ownership by the consignee of the goods and of all interest in the contract of shipment, and its proper performance, the right to recover damages for delay in shipment, or negligent injury to the goods during transportation, rests in the consignee alone.—*Parker Buggy Corporation v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 67 S. E. 251.

**Statute Covers Board of Trade Rule.**—The title of Act June 8, 1909 (Acts 1909, p. 519), entitled "An act to prevent fraud in the purchase and sale of grain or other commodities," is sufficient to cover a provision prohibiting the deduction by a purchaser of any amount from the actual weight or measure of grain sold, under claim of a custom or rule of a board of trade or any other pretense.—*House v. Mayes.* Supreme Court of Missouri. 127 S. W. 305.

**Penalty for Refusal to Receive Freight.**—Under Revised 1905, § 2631, imposing a penalty on carriers for refusal to receive freight for shipment, a carrier is liable where freight for shipment to another state was tendered, and because the agent did not have the schedule of freight rates to the point of destination he refused for over two months to issue a bill of lading of any sort even to the end of its line or to deliver to a connecting carrier.—*Burlington Lumber Co. v. Southern Ry. Co.* Supreme Court of North Carolina. 67 S. E. 167.

**Negotiability of Warehouse Receipt.**—A receipt issued by the manager of a warehouse for grain received, which contains the substantial requirements provided for in sections 1486, 1487, Rev. Codes, is negotiable, and may be transferred by indorsement under the provisions of section 1491, Rev. Codes, and its negotiability is not destroyed by reason of the fact that it may contain surplusage or stipulations and restrictions not authorized by the provisions of the statute.—*State v. Henzell.* Supreme Court of Idaho. 107 Pac. 67.

**Recovery of Freight Overcharges.**—A count of a complaint in an action to recover for a freight overcharge alleged that defendant was a common carrier, and undertook to haul certain logs at a fixed price, but, instead of charging plaintiff the stipulated freight rate, defendant extorted an excessive freight rate, and refused to haul or deliver the logs unless plaintiff would pay such sum; that plaintiff offered to pay the reasonable charge, and demanded that the logs should be hauled for such freight charges, which defendant refused to do, and the plaintiff was compelled to pay such extortionate and illegal rate to an amount stated, in order to have the freight moved, and that plaintiff paid such charge under protest, reserving a right to recover back the overcharge and paid to defendant a sum named which was more than the proper and contracted charges or rate; that defendant extorted from plaintiff the sum named, which defendant refuses to pay back to plaintiff. Held to state a good cause of action.—*Fairford Lumber Co. v. Tombigbee Valley R. Co.* Supreme Court of Alabama. 51 South. 770.

**Offsetting Trades by "Rings."**—Where members of a cotton exchange, who were given orders by defendant for the purchase and sale of cotton, at all times kept in their possession contracts required by the orders of defendant and all their other customers, the fact that they did not pay cash in their settlements, but made offsets and "rings," according to the custom of the cotton exchange, did not affect the rights and liabilities of defendant toward them.—*Springs v. James.* Supreme Court of New York. 121 N. Y. Supp. 1054.

**Duty on Broken Rice.**—Under Tariff Act July 24, 1897, c. 11, § 1, Schedule G, par. 232, 30 Stat. 169 (U. S. Comp. St. 1901, p. 1649), relating to broken rice that will pass through what is "known commercially as No. 12 wire sieve," it appearing that there are several sieves so known commercially, the Secretary of the Treasury was authorized, in order to secure uniformity, to specify which of them should be used by customs officers.—*Seattle Brewing & Malt- ing Co. v. United States.* U. S. Circuit Court, Western District, Washington. 176 Fed. 125.

**Delay in Transportation on Rising Market.**—Damages for delay in the transportation of cotton, caused by plaintiffs having to purchase cotton on a rising market to fill their contracts, are allowable only on notice to the carrier at or before making the contract of shipment of the special conditions rendering the damages the natural and probable result of the breach under circumstances showing that the contract was to some extent based upon or made with reference to such conditions.—*Dorrance & Co. v. International & G. N. R. Co.* Court of Civil Appeals of Texas. 126 S. W. 694.

**Sale of Margined Property.**—Brokers carrying stocks on margins for a customer are liable for conversion, where they close them out with notice to him of sale, and after a mere call at his office for margins, and without any attempt to get his address, which could have been gotten of his partner at his office, he being away on a vacation, especially where the employee of the brokers, through whom the customer did business with them, told him before he started away that his account was all right, and that if anything happened he would take care of it.—*Rosenbaum v. Stiebel.* Supreme Court of New York. 122 N. Y. Supp. 131.

**State Can Require Sale of Grain on Actual Weight.**—Inspection and regulation of weights and measures are within the police power of the states, and laws providing for such inspection and regulation, requiring dealers to conform thereto, and for the appointment or election of inspectors thereunder, are in nature of police regulations, and act June 8, 1909 (Acts 1909, p. 519), providing that the sale of grain, etc., shall be made on the basis of actual weight, making one guilty of misdemeanor who deducts any amount from the actual weight under claim of custom, rule of board of trade, or other pretense, prohibiting agents or brokers from selling grain, etc., under claim of right, by reason of a custom, or rule of a board of trade otherwise than upon basis of actual weight, and making such contracts void, designed to prevent brokers from deducting any part of grain without authority from the owner, notwithstanding the existence of a contrary rule to custom, and to prevent the purchaser of wheat on exchanges from deducting from the amount so purchased, where the contract does not authorize such deduction, is a valid exercise of legislative power.—*House v. Mayes.* Supreme Court of Missouri. 127 S. W. 305.

The Grain Dealers Journal is one of the neatest, cleanest and best edited trade journals I have seen. I know, for I have recently been in the printing business, dealing only in the high-grade article.—C. L. Wood, mgr. C. L. Wood & Co., Gibson City, Ill.

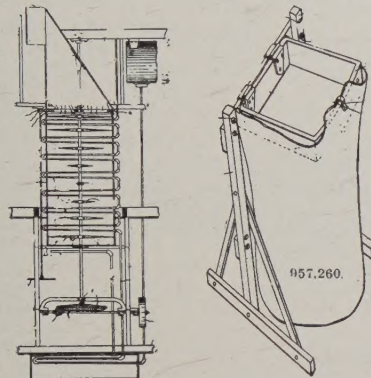


## Patents Granted

**Malting Apparatus.** No. 957,664. Charles J. Erdmann, St. Louis, Mo.

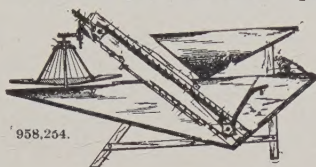
**Grain Pickling and Cleaning Machine.** No. 958,097. (See cut.) John A. Cowan, Winnipeg, Man.- Combined with a tank and endless carriers is a draining and drying board consisting of a lower revoluble

958,097.

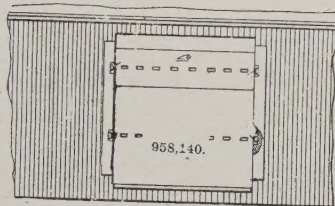


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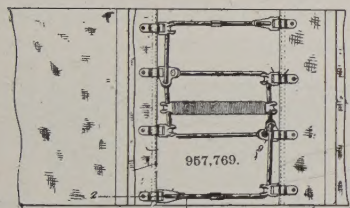
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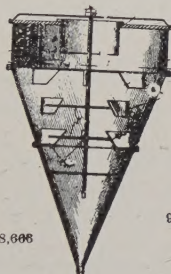


958,140.

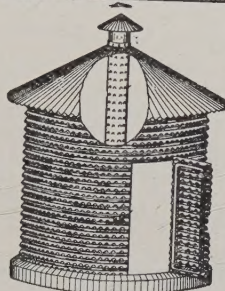


957,769.

958,686.



957,381.



tray carrying a conical shaped, upwardly extending, center piece and means for allowing for drainings from the tray.

**Conveyor Belt.** No. 957,769. (See cut.) Michael C. Graney, Hoosick Falls, N. Y. The belt has one end-doubled back upon itself, a rod extending under the doubled portion of the belt, clips engaging over the doubled end and clamping it to the rod, the doubled portion itself being bent forward to form a covering flap, clips on the opposite end of the belt, and the connections attached to the clips arraigned to cover the flap.

**Corn Crib.** No. 957,381 (See cut.) Charles M. Rowland, Mansfield, Ohio. A corn crib made of sections of corrugated sheet iron with ventilating openings provided directly underneath the horizontal center of each convex portion of the corrugation, from which the lips are pressed, extending to an incline to the plane of the crib. A reinforcing rib surrounds the openings to strengthen the structure and to keep foreign substances from the openings.

**Apparatus for Dust Collection.** No. 958,666. (See cut.) Orville M. Morse, Jackson, Mich. The centrifugal dust collector comprises a tapering casing wherein the dust laden air may form a vortical whirl, having a peripheral, tangential inlet and an axial air outlet, both at the larger end, with means for deflecting the whirling air in the radial plane of the inlet toward the axis of the casing, and a deflector in another radial plane arranged to deflect the air within a peripheral belt toward the inlet.

**Grain Door.** No. 957,424. (See cut.) Andrew A. Kramer, Kansas City, Kans. The door comprises a frame formed from a single piece of sheet metal, and comprising a back piece having an opening, side flanges folded upon themselves to form grooves, a front plate overlying a portion of the back piece between the side flanges and spaced from the back piece to form a

pocket, and a door adapted to slide in the pocket and having edge flanges projected into, and adapted for travel in the grooves formed by the edge flanges.

**Sack-Holder.** No. 957,260. (See cut.) Hiram B. Sackett, Chicago, Ill. Hinged at one side to the top of an upright frame is attached an open rectangular box. The mouth of the sack is placed around the open box and box is dropped into place, thus a portion of the sack is held between the upright frame and the sack supporting frame. To the inner surface of the front piece of the supporting frame is attached a U-shaped clamping iron which fits over the outer edge of the supporting frame, holding the outer edge of the sack in place.

**Alfalfa-Meal Mixer.** No. 958,254. (See cut.) William H. Kissel, Council Bluffs, Iowa. A cylindrical upright tank upon a support has terminal passageways and is provided with a lower terminal chute communicating with its lower passageway. A plurality of connected pipe sections transversely transverse the tank; means are provided for heating the pipe sections. A vertical rotatable shaft disposed centrally of the tank and transverses the wall of the chute to a mounting of its lower end upon the support, the shaft being provided with transverse arms disposed between the pipe sections.

**Sliding Grain Door.** No. 958,140. (See cut.) Frank C. Lakin, Manchester, Ill. A grain door for cars formed of a plurality of slidable sections arranged one above the other, guide tracks to slidably support the door sections, longitudinally extending housings on the doors, having transverse indentations adjacent their ends, fastening bars mounted in suitable bearings, door engaging offsets formed in the fastening bars, and adapted to be turned into engagement with the indentations of the housings on the sections of the door to hold them in closed position, detents formed on the upper ends of the bars, and catched adapted to engage with the detents to hold the bars in operative position.

In his decision denying the petition of the Updike and Shawnee Milling Co.'s for an injunction restraining the federal authorities from interfering with the sale of bleached flour Judge Smith McPherson at Des Moines May 10 refused to take into account the merits of the bleaching process, but sustained the right of Congress to pass a law exercising police power over the manufacture and sale of foodstuffs where they passed out of the state in which manufactured.

## The ELLIS Cold Air Drier and Conditioners

Are acknowledged by the largest handlers of cash grain in the Chicago market to be the most satisfactory machine ever invented to condition and dry grain.

In one plant alone our 4-30 Conditioner occupying a space in the elevator of 7 feet x 12 feet x 34 feet high averages 45,000 bushels every 24 hours.

Don't you want that kind of protection?

THE  
ELLIS DRIER  
CO.

Postal Telegraph  
Building  
CHICAGO



## Care of the Gasoline Engine Pays.

The expense occasioned and the loss of power in the gasoline engine are often the direct result of the lethargic or careless habit into which the person in charge has allowed himself to drift. A great many gasoline engine operators busy themselves with other work; in fact, put in their entire time at something else except the time necessary to start and stop the engine. The very fact that the engine is able to take care of itself and run automatically after it is started, becomes, in many instances a disadvantage to it. The operator goes on about his other work and gradually, by degrees as it were, becomes careless about the attention his engine should have.

He consequently neglects and overlooks necessary adjustments, cleaning and oiling. About the only thing he notices is that his engine is failing in power and possibly is a little more "stubborn" as he calls it, about starting than at first. But he is busy with other things and hasn't time to investigate or rather doesn't care to do so as long as the engine will run at all.

But finally after using it for a year or two, the engine is no longer able to pull any machinery and is barely able to keep up its own motion. It is hard to start and is a source of great annoyance to its attendant.

We have above described a condition that can be found more often than is generally supposed. We have in our expert experience met with many such cases, and what substantiates the fact is that frequent troubles of this character arise after a year or two of use of the engine,

at the very time when one might expect it in the prime of condition, because by that time the attendant should have learned his lesson "by heart," or should have "salted down" such a volume of knowledge from his experience as to make him well nigh perfect in the operation and handling of his machine. On the other hand we find some "two-year-olds" as helpless as a day old operator when the engine refuses to run.

Just when he should be expected to quickly meet all adverse conditions that might arise, and to be able to adjust all things necessary to keep his engine in the best of running order, it refuses to "wiggle" and he is helpless and "all at sea." His engine is "dead," "will not run!" "worn out," "bothersome." Thus he gives up in despair because he has learned practically nothing about its principle of operating while it was in running order, and now since it refuses to run it has become a regular "puzzle" to him. If he is the owner of it, he begins to think of trading it off for an engine that he thinks will run. But if he is simply an employe and has charge of the engine for someone else, he will probably try to convince his employer that the engine is worn out and that it would be a loss of time to undertake to do anything with it and recommends that he buy a new one, getting out of the old one whatever he can in the deal.

It would most certainly be a loss of time to undertake work with the engine in the hands of such an attendant. In any event something must be done. This annoyance with the old engine is becoming intolerable. He does not think that his neglect and carelessness has cost the engine no end of annoyance or at least

would have done so had it been possessed of a nervous system. He also forgets that when the engine showed the first signs of weakening, there was a cause for it. And when it began to cause trouble in starting, that it had a good reason for its action. And that when it finally refused to go further, it did so because its attendant neglected to do his duty.

He finally calls in his neighbor who has had some gasoline engine experience to help him out. But he doesn't figure on paying his neighbor anything for his assistance. He looks at it, sees at a glance, by outward appearance, that it is in bad condition, and suggests that it is about done for, about worn out, an easy conclusion to reach, judging from appearance.

He calls in another one and he only confirms the previous one's conclusions. Then he is face to face with something, and the only thing he can think of is expense. "Expense! on account of an old good for nothing gasoline engine?" Engine, Expense! Oh, no! It is expense that has been piling up little by little for the last two years. Every time the operator neglected to give the engine the little attention it needed, he added to the expense heap a dime or maybe a quarter, until at the end of two years he had succeeded in piling up what now looks like a mountain of expense. Expense is a direct result of carelessness on the part of an attendant who has a gasoline engine in his charge. If one would avoid it, carelessness must not be tolerated.—*Gas Power.*

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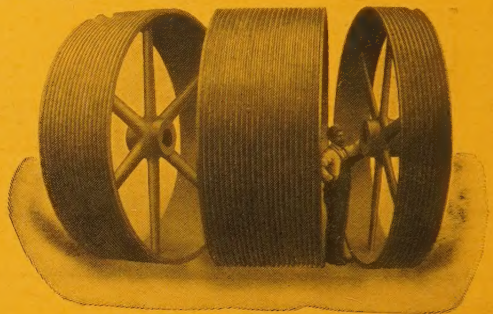
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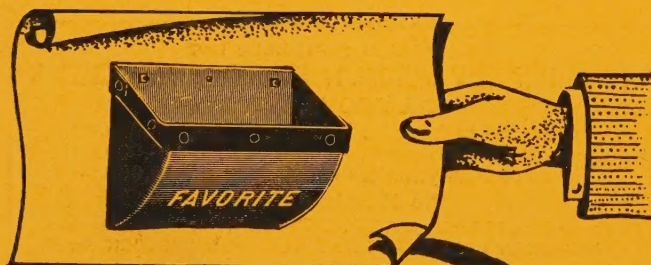
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